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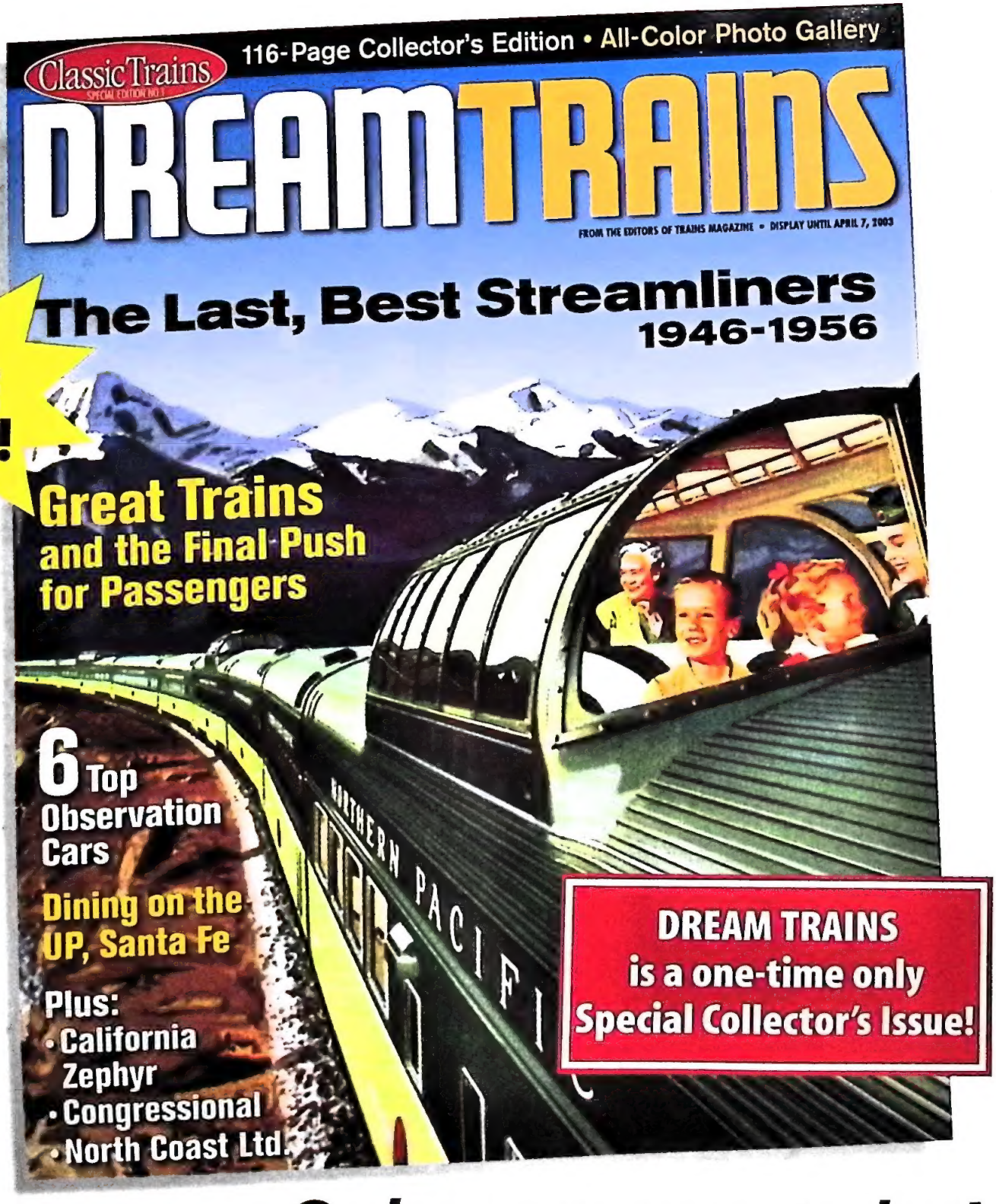

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Graphic Designers — Kelly Katlaps
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Editorial Assistant — Paulette Biedenbender
Librarian — Nancy L. Bartol
Associate Publisher — Kevin P. Keefe

CLASSIC TRAINS is published quarterly in January (Spring), April (Summer), July (Fall), and October (Winter). (ISSN 1527-0718, USPS No. 019-502) by Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Periodicals postage paid at Waukesha, Wis., and at additional offices. Postmaster: Send address changes to CLASSIC TRAINS, Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Canadian International Mail Products Agreement No. 40010760.

Editorial
Phone: (262) 796-8776
E-mail: editor@classictrainsmag.com
Fax: (262) 798-6468

Display Advertising sales
Phone: (888) 558-1544, ext. 625
E-mail: adsales@classictrainsmag.com
Fax: (262) 796-0126

Customer service
Phone: (800) 533-6644
Outside U.S. and Canada: (262) 796-8776, ext. 421
E-mail: customerservice@kalmbach.com
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Retail trade orders and inquiries
Phone: (800) 558-1544, ext. 818
Outside U.S. and Canada: (262) 796-8776, ext. 818

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Single copy: $6.50 U.S. Subscription rates: 1 year (4 issues), $21.95; 2 years (8 issues), $40.95; 3 years (12 issues), $58.95. Canadian and foreign: 1 year (4 issues), $28.00; 2 years (8 issues), $53.00; 3 years (12 issues), $76.00. Payable in U.S. funds drawn on U.S. bank (Canadian price includes GST.) BN 12271 3209 RT.
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Editor's Page

Savoring the daily grind

LOCOMOTIVES, the most compelling embodiment of the power of railroading, naturally are accorded immense attention. At the other extreme is the multiple-unit car, powered by electricity from a third rail or overhead wires. By carrying their own motors and controls, M.U. cars dispense with the locomotive entirely. Most North American M.U.'s have been commuter cars—quotidian duty for humble equipment.

Growing up around the M.U. bastion of Philadelphia, I acquired early the train-watcher's disdain for the seemingly lookalike cars. At stations like Reading's Elkins Park or Pennsy's Haverford, M.U.'s were generally background noise to "real" (locomotive-hauled) trains, which never seemed to pass often enough.

And yet, the M.U.'s had their charms. On the Reading, which I knew best, there were motor cars, trailers converted from steam coaches, married pairs with blind inner ends, combines, Blueliners, cars with Taylor trucks, and so on. Waiting for freights that never came, I spent hours studying the old cars, and savoring their grinding traction motors, billowing brake smoke, and crisp communicator buzzers.

The real fun was to ride, preferably on a warm day when open windows allowed sounds to bounce in off lineside buildings. Air horn, compressor noise, the engineer at work —M.U. passengers were on far more intimate terms with these elements of railroading than if the motive power had been in a separate locomotive. Mike Boland's paean to Long Island's double-deckers [page 64] recalls some of this magic.

Close relatives to "steam-road" M.U.'s are streetcars and rapid-transit trains. "Car Stop," a new department debuting this issue on page 92, will present photos of city transit systems of the past.

Robert S. McGonigal

More than meets the eye: classic-era M.U. cars had plenty of variety and character.

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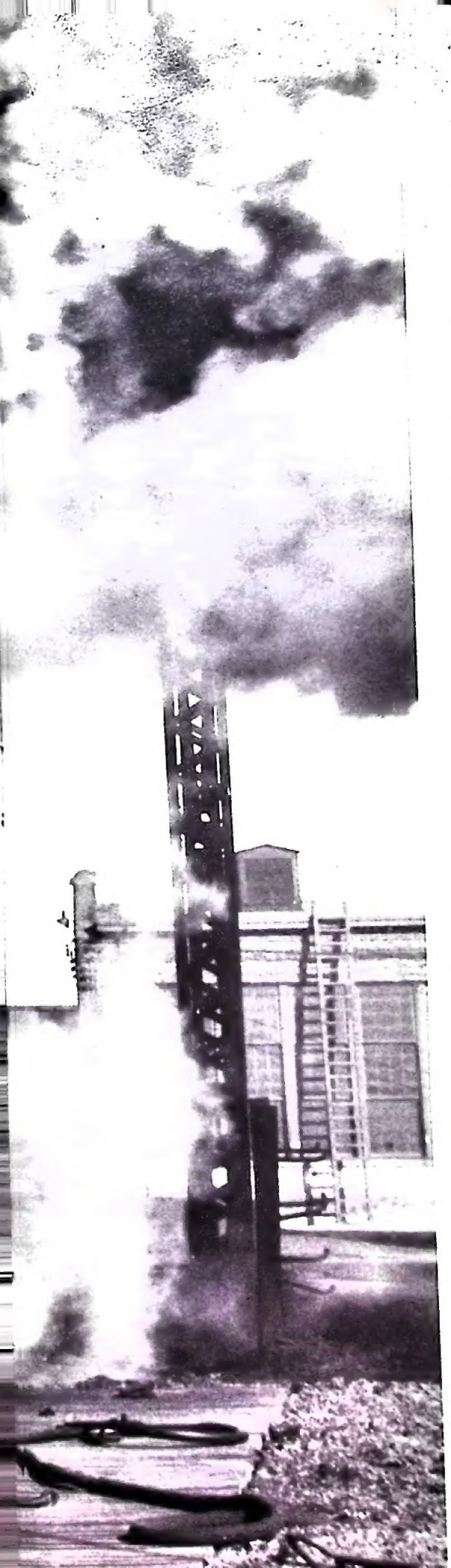

Classic Trains

THE GOLDEN YEARS OF RAILROADING

SPRING 2003 • VOLUME 3 NUMBER 1

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ON THE COVER: Delaware & Hudson C628's model the "lightning stripe" scheme that put D&H on our list of roads that "bucked the trend" of somber liveries in the '60's (page 22). Jim Shaughnessy photo.

LEFT: In a detail study typical of the photographer, a strong wind blows the smoke from Illinois Central 4-8-2 2608 at the servicing area in Centralia, Ill., November 1957 (page 44). Bruce R. Meyer photo.

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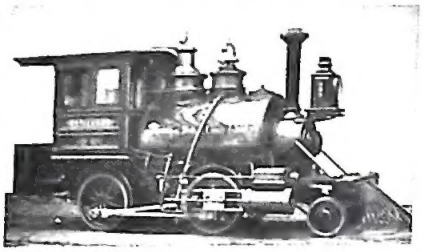

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Contributors

Mike Boland ["Long Island's Lovable Double-Deckers," pages 64-69], of Cedarhurst, N.Y., is a life-long Long Islander and rail enthusiast. Mike once wanted to work for the LIRR but instead went into TV broadcasting. He's completing his 30th year at NBC, where he is an Electronic Journalism Supervisor with WNBC-TV, New York City. While covering the 2000 Olympic Games for NBC Sports, he enjoyed riding double-decker M.U. cars in Sydney, Australia. A graduate of Adelphi University with a degree in English, Mike is a free-lance writer and HO-scale modeler. He has written several articles on LIRR for Pennsylvania Railroad Technical and Historical Society's *Keystone*, and is on the board of Long Island-Sunrise Trail Division, NRHS, and writes a monthly feature on modeling LIRR for its publication, *The Semaphore*. Although this is his first byline in CLASSIC TRAINS, his first article, "When Yesterday Became Today for the Tomorrow Show," was published in August 1976 TRAINS. Mike rides the LIRR to work each day.

John B. Corns ["Researching the Wheeling Way," pages 14-19], is a veteran rail photographer and Nickel Plate/W&LE historian living in Canton, Ohio. He was a company photographer for Chessie System and CSX 1979-1993 and now free-lances. He wrote about NKP 779, Lima's last steam locomotive, in Spring 2000 CLASSIC TRAINS.

Jack Elwood ["Making the Grade," pages 32-33] lives in Fresno, Calif. This is his first CLASSIC TRAINS byline.

Mallory Hope Ferrell ["Change Comes to Churchland," pages 78-81] was an Air Force pilot during the Vietnam conflict, after which he had a 30-year career as an international captain for Delta Air Lines. He is the author of numerous books and articles, many on logging and narrow-gauge subjects. He lives in Peachtree City, Ga.; this is his fourth CLASSIC TRAINS byline.

John Gruber ["Bruce Meyer: the Beauty is in the Details," pages 44-53] is Contributing Editor of CLASSIC TRAINS; he handles our "Great Photographers" series. An accomplished photographer himself, he also served as editor of *Vintage Rails* magazine. John is president of the Center for Railroad Photography & Art, and lives in Madison, Wis.

J. David Ingles ["A Weekend of Discovery," pages 70-77] is Senior Editor of CLASSIC TRAINS and has been on the staff of TRAINS magazine for 31 years.

Kevin P. Keefe ["Good Vibrations," pages 20-21] is Associate Publisher of CLASSIC TRAINS and served on the TRAINS editorial staff 1987-2000.

Mert Leet ["One Day at . . . Mt. Pleasant, Iowa," pages 42-43], a native of western New York State, earned a degree in Bacteriology from Cornell University. He then joined Crown Can in its Philadelphia lab, hence his photos in our first "Car Stop" [pages 92-93]. During a two-year stint in the Army, he served in a meat inspection group in Chicago. He rejoined Crown in 1951, by request at its Chicago plant. He joined Carnation Co. in 1962, moving to Oconomowoc, Wis.; he traveled frequently in both jobs. Marriage (to Mary, in 1952) and children (William and Laurie) interrupted his train-photography time until the late '70's. Mert retired from Carnation succes-

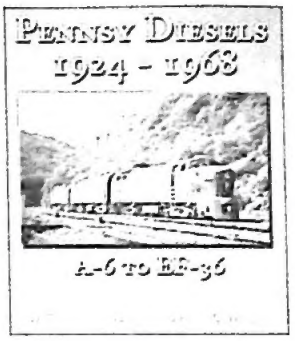
sor Silgan Containers in 1992, and still lives in Oconomowoc.

Louis A. Marre ["Frisco Folks," pages 62-63] left his native Arkansas in 1957 and earned three degrees from the University of Notre Dame. He has served in the Department of English of the University of Dayton (Ohio) since 1965. His publications in railroad history include 13 books and articles, plus "photos beyond counting." His most recent book is *Kansas City Southern in the Deramus Era* (with Gregory J. Sommers; Withers Publishing 1998); others have dealt with the Frisco, the Rock Island (four volumes), and various editions of the *Diesel Spotter's Guide*. This is his first CLASSIC TRAINS byline.

Fred Matthews ["Creatures of the Canyon," pages 34-41] is a longtime contributor to TRAINS and other publications. A native of San Francisco, he later lived in England and Canada, but now resides in Oakland, Calif. This is his first CLASSIC TRAINS byline.

Dan Sabin ["Railroading in a Foreign Tongue," pages 54-61], pictured aboard

CP Rail business car 15 during his time as Assistant Superintendent of the Quebec Division, moved on to Chessie System, took a buyout from CSX in 1986, and then co-founded Iron Road Railways, serving as V.P. and Chief Operating Officer of its Bangor & Aroostock System 1995-2001. He has been President and co-owner of Iowa Northern Railway since November 1994, and lives in Coralville, Iowa. This is his first CLASSIC TRAINS byline. ■



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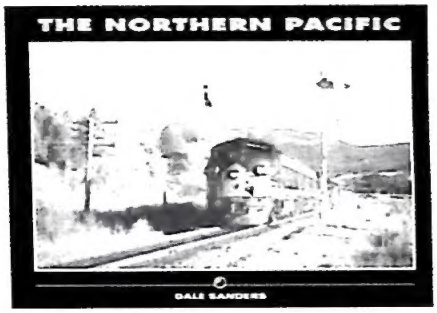

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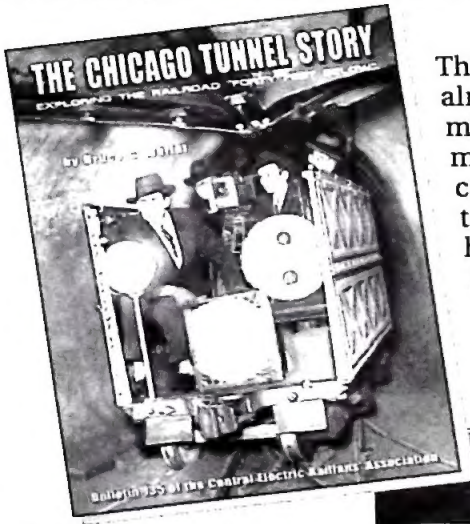

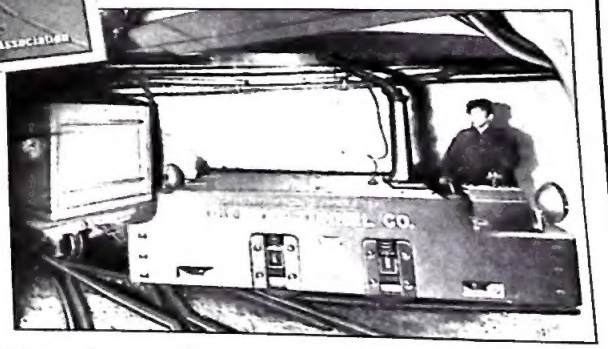

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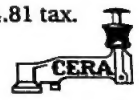

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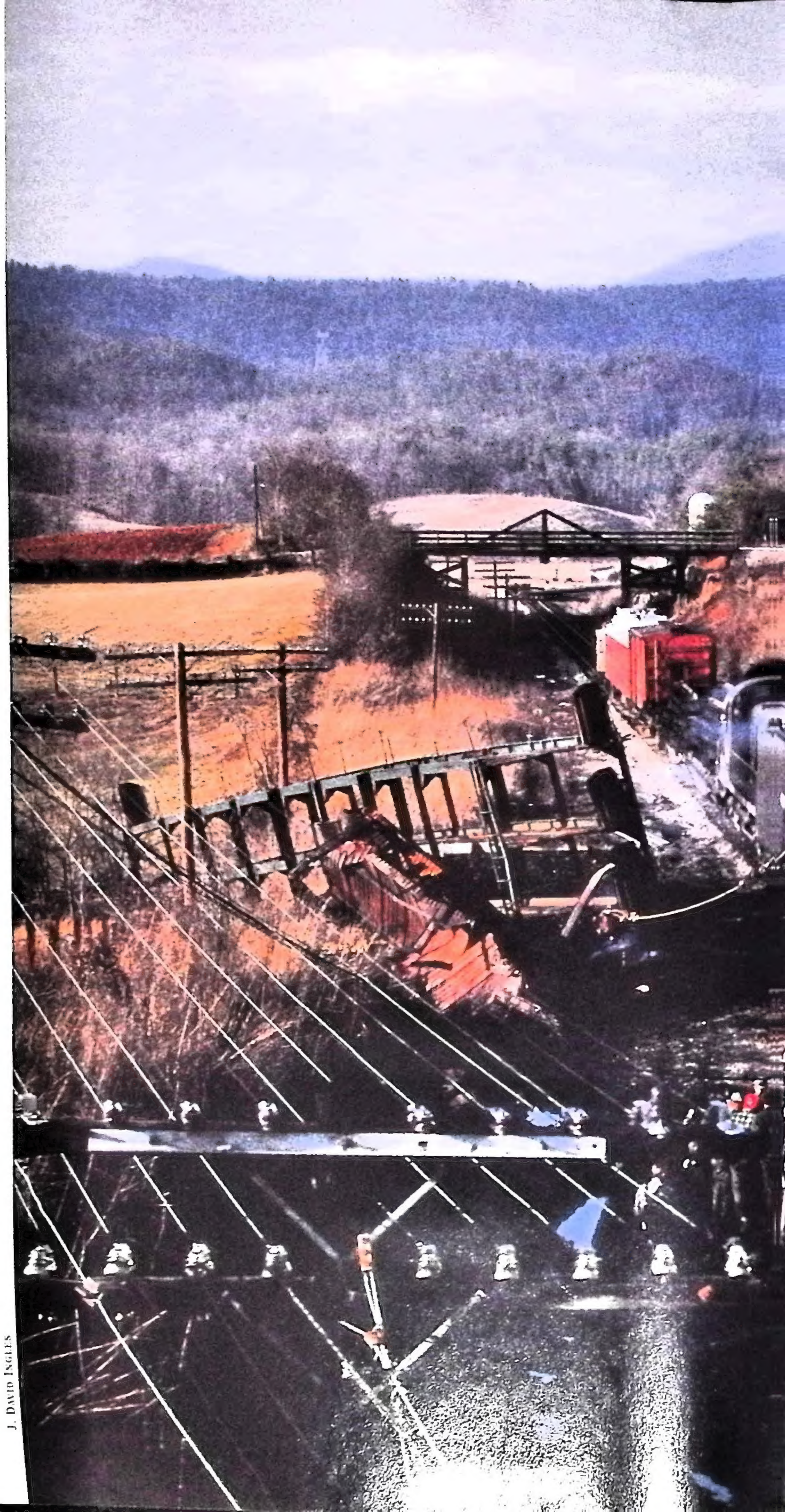
Do-it-yourself clean-up on the L&N

It's a warm winter's afternoon at Dossett, Tenn., on January 7, 1966, as railroaders on Louisville & Nashville's "K&A," the Knoxville & Atlanta Division, clean up a minor derailment. Working with an empty auto-rack car is steam-powered L&N big hook 40016, whose work train includes a tender off a "Big Emma" 2-8-4 and is powered by an Alco RS3. Behind us is a second work train with derrick D-37 on loan from neighbor Southern Railway, the owner of the Knoxville & Ohio line overpass which provides this grandstand view of the proceedings. Absent from the scene are the side-boom-equipped tractors favored by today's wreck crews, who generally are employed not by the railroads but by private contractors such as Hulcher Professional Services. Like cabooses and open trilevels, clean-up scenes such as this are pretty much things of the past.



J. David Ingles

Flat-faced FA's survive . . .

The Winter 2002 CLASSIC TRAINS has great images, as usual. The photo of the freshly repainted Jersey Central Baldwin on pages 8-9 ["Watching the Paint Dry"] is fascinating. That shot will be helpful for a future project.

What really caught my eye, though, was Ron Flanary's "Flat-Faced Warriors" about Louisville & Nashville's Alco FA's [pages 68-71]. I have been working on the restoration of two of these units, L&N 317 and 309. Both have had their low-voltage wiring replaced, and the 309 is only waiting for installation of four rebuilt traction motors to bring her back as a locomotive. It's a very clean, smooth engine—we just had her running the other weekend.

Mr. Flanary is probably aware that five of the L&N units survive today, all former Long Island Rail Road power cars: 317, 309, 315, 314 and 310.

Bobb Losse Sr.
Mt. Laurel, N.J.

. . . and so do "Roarin' Elgin" cars

I enjoyed Glen Brewer's nice Chicago Aurora & Elgin reminiscences ["Memories of the 'Roarin' Elgin,'" pages 16-19], but wish to correct the statement regarding the ability of CA&E cars to fit in the CTA's Milwaukee-Dearborn-Congress Subway. They would have fit—CTA 4000-series cars with trolley poles routinely operated through it—but in the interim, CA&E management had lost all interest in the passenger service.

A colleague at CTA told me the Authority even retained a portion of the Humboldt Park "L" structure, a shuttle line on the Northwest Side that had been abandoned in mid-1952, as a possible turnback location for CA&E trains, had they run through the subway.

Art Peterson
Park Ridge, Ill.

You editors did quite a bit of editing on my CA&E story, and while most of it was for the better, I noted two errors: That flat-tire sound I described was not the air compressor, but a flat spot on a wheel. Also, there is no "www" in the web address for midwest.railfan.net.

Glen Brewer
Denver, Colo.

DANN CHAMBERLIN

CA&E Cincinnati steel car 434 is under restoration at the Seashore Trolley Museum in Maine.

On page 102 in "Second Section," in the listing of preserved CA&E cars, the car at the Seashore Trolley Museum is identified as "wood car 434." The number is right, but our CA&E car is a mate to 431 at the Illinois Railway Museum, a steel car built by Cincinnati in 1927. I and two other Seashore members have virtually completed a six-year restoration project on car 434 at the museum in Kennebunkport, Maine. I was raised in Glen Ellyn, Ill., less than a mile from the CA&E, and my dad rode it for 18 years.

Dann Chamberlin
Groton, Mass.

The Iowa Railway Historical Museum existed just a short time, and CA&E 320 hasn't been in Centerville for years.

The local utility, Iowa Southern Utilities (ISU), owned and operated an interurban and freight line, Southern Iowa Railway (SIR). Iowa Chapter, NRHS, purchased CA&E 320 in spring 1962, and it was used along with two or three other cars for summer railfan trips for five years. CA&E 320 was sold on September 1, 1972, to the Old Threshers Union Association of Mount Pleasant, Iowa, which operates electric cars and steam locomotives at its annual Labor Day weekend reunion event.

R. F. Rick
Centerville, Iowa

¶ CA&E 320 is in restoration; Old Threshers also has Southern Iowa car 9.—J.D.I.

On Company Service?

Hailing from Lansing, I of course enjoyed Mert Leet's photos in "One Day at . . . Charlotte, Mich." [pages 48-49]. Grand Trunk Western 2-8-0 2670 was one of two of the road's N-4 class engines with Stephenson valve gear rather than Walschaerts, and I suspect it was handling an "OCS" ("on company service") move rather than the regular local. In this territory that was the "Durand switch run," a turn out of Battle Creek usually operated with an S-3 class Mikado. OCS was the Canadian National and GTW term for what would otherwise be called maintenance-of-way equipment. I suspect 2670 has this assignment not only because of the power and day of the week (the Durand switch run did not operate Sundays), but also because GTW had few single-sheath box cars—at least three of which are visible behind the 2670—in revenue service by that date.

Jerry A. Pinkepank
Seattle, Wash.

Hawkin' those snacks and drinks

Steven Duff's story about the news butcher, "A Sandwich on the House" [in "The Way It Was," pages 91-94], was most interesting. On the New Haven, I don't know what the vendors were called, but they were common on the locals and the longer trains that didn't provide

food service. The vendors were employed by Union News Co., which also ran the newsstands in several NH stations. I can remember them, from when I was about Mr. Duff's age, carrying two big and heavy containers, one on each arm, although the food and drinks didn't look anywhere near as tempting.

Henry Frick
Fort Worth, Texas

I remember the Gulf, Mobile & Ohio "news butchers" hawking snacks and beverages in the mid-1960's, even on the Chicago-St. Louis trains with dining-car service. After meals, a dining-car waiter would come through the coaches pushing a grocery-store-like cart similar to what author Duff describes, narrower than a store cart so as to fit in the aisles. The clanking of a large, galvanized coffee urn hanging on the cart would aid him in announcing his presence.

Charles S. Mote
Atlanta, Ga.

A thank-you from south of the border

Thanks to author Steve Glischinski and photographer Bud Bulgrin for their beautiful article, "Exploring Mexico in the Early '60's" [pages 60-67]. I was born in Mexico City on February 14, 1961, just one year before some of Bulgrin's photos were taken. I remember some of the National of Mexico's steam locomotives working in the late 1960's.

Gracias, amigos!

Angel J. Aparicio
Mexico City, DF, Mexico

Notes on D&RGW's narrow-gauge finale

Thank you for the fine article by Al Chione on the last run on the D&RGW narrow-gauge [pages 72-79]. It brought back many memories of the time when we all had serious doubts about the survival of the lines west of Alamosa.

In the 20-plus years I spent working for Cumbres & Toltec Scenic, I had the great honor of meeting many of the gentlemen mentioned in the article. I spent many a day sharing the locomotive cab with Jim Shawcroft and am proud to call Jim Pearce and Eldon Morgan friends. All three of these guys fondly remember their days on the narrow-gauge.

One correction and a couple of additions: Eldon Morgan didn't run the 483 on that trip, Carl Jack got that honor. A couple years ago all of us (Eldon, Jim, Carl, and me) were talking about that trip, and Carl produced his time book from that date with the proof. Carl was also the engineer on the last D&RGW train to Silverton in 1980.

On 473's solo trip west to Durango, Robin Yates fired for Andy Payne, Jim Mayer was conductor, and John Nolan was brakeman. Road Foreman Jim Pearce accompanied the train through to Durango, while Carl returned the 483 to Alamosa "unsupervised."

Earl Knoob
Wichita Falls, Texas

I am the world's worst speller, but on the Rio Grande system map on page 75, I submit that the two points north of Durango are Hermosa and Rockwood, not Mamosa and Rockford. Beyond that nitpicking, the entire issue is excellent.

John A. Trier
Chicago, Ill.

I enjoyed Al Chione's story, but there are a lot of [other] problems with your map. From east to west: Conejos is west of Antonito, not north; Toltec Gorge is east of Osier, not west; the stream through Dulce and Lumberton is Amargo Creek—going upstream, the San Juan River turns northeast at the state line; Gato, or Pagosa Junction, is in New Mexico, not Colorado; and the old Pagosa Springs branch headed more due north from the Durango-Chama line before turning northeast to Pagosa Springs than is indicated.

Cornelius W. Hauck
Cincinnati, Ohio

Those three great passenger trains

Thank you for Messrs. Zega, Welsh, and Taylor's tributes to the *Century*, *Broadway*, and *Golden State* ["100 Years for 3 Great Trains," pages 22-47, Winter 2002]. What nice statements to three classy streamliners! I grew up with the New York Central, so the *Century* to me was special.

Ben Alabastro
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HARRY NOBLE COLLECTION

Pennsylvania promoted its *Liberty Limited*, and other trains, on postcards; so did the Central.

Author Joe Welsh ["The *Broadway*'s Best Years," pages 30-37] is correct in stating PRR used the illustration on page 33 to promote other flyers; I have a color postcard [above] for the *Liberty Limited*, cancelled by the "Cumberland Trans. Clerk" in September 1927. NYC had similar postcards for its *20th Century Limited*.

Harry Noble
Xenia, Ohio

In Joe Welsh's *Broadway* article, the "lone businessman" in the observation car in the photo on page 36 was not a barometer of the train's ridership in its last years. Three of us—photographer J. W. "Jack" Swanberg, I, and R. T. "Ronny" Chabot (the "lone businessman")—were on this trip together. Ronny posed for us, actually taken after breakfast as the train was leaving Englewood for Chicago Union Station, so the other obs-car passengers had already returned to their rooms to pack. Since we occupied the Bedroom and one Master Room in the obs car, its lounge was our living room until our Chicago arrival.

Ted Shrady
Brewster, Mass.

Some fond memories were triggered by the photo [pages 30-31] of the GG1 rolling the *Broadway Limited* past the little station at Haverford, Pa. From 1952 to '56, I attended Haverford College in that delightful little town. I was from Duluth, Minn., so my treks to and from college required two overnight train rides. Leaving home, the first was on a perpetually late Chicago & North Western train to Chicago, then after a layover, the *Broadway*. I never met any famous people traveling on the *Broadway*, but I certainly enjoyed being able to ride one of America's great trains.

Thomas H. Garver
Madison, Wis.

Regarding Michael Zega's "Marketing a National Institution: *20th Century Limited*" [pages 22-29], competition was so intense between New York Central and Pennsylvania that any idea that could save time for the *20th Century* was tried. For example, this was how "track pans" came to be. If a water stop could be eliminated, this would save 30 minutes' running time. One way was to remove the full-width wooden ties and install 18- to 24-inch ties under each rail, set in concrete, with a special trough in the center between the rails to hold water. This enabled a locomotive with a pick-up chute to take water while running at 60 mph. Also to save time, the locomotives' coal tenders were built bigger and

bigger. I was an NYC locomotive engineer with 23 years service.

Tom McAvoy
Indianapolis, Ind.

I liked Warren Taylor's "Glories of the Golden State" [pages 38-47], one of my favorite trains. The photos and illustrations were magnificent, but several items need to be clarified.

First, the meeting of the SP with the T&P at Sierra Blanca, Texas, formed not the second transcontinental route, as stated, but the third. When the AT&SF reached the SP at Deming, N.Mex., in March 1881, it formed the second transcon route; SP did not reach Sierra Blanca until November 1881.

Second, the distance between Santa Rosa and Tucumcari, N.Mex., is approximately 60 miles, not 128. [The transcon date—see this issue's "Second Section," page 94—and mileage figure were our errors, not the author's.—*R.S.M.*]

Third, the *Golden State Limited* was always a daily train, not tri-weekly. Even when launched in 1902, it was daily, and yes, for the first couple years it operated seasonally, but when it ran, it was daily.

Fourth, the statement that the *Golden State* did not operate in its second winter does not appear to be true. The November 1, 1903, Rock Island timetable has an ad for the train, saying it will start its season December 20. Also, the February 1, 1904, RI timetable says the train was running daily until April 14.

Fifth, the *State* did not run over the El Paso & Southwestern route via Douglas, Ariz., beginning in fall 1904, for the EP&SW between El Paso and Tucson was not completed until 1912. The *State* began using this route in late 1913.

I would also like to add an interesting note to the saga. Beginning in late 1905, the *Golden State Limited* was routed over the Chicago & Alton between Joliet, Ill., and Kansas City. It left Chicago on the Rock Island and regained the RI at K.C. This routing continued during the following summer, with the less-prestigious off-season train, until fall 1906.

Dennis C. Opferman
Arlington, Texas

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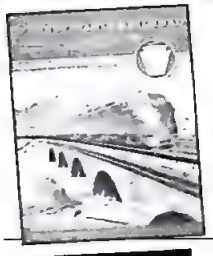

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Researching "the Wheeling Way"

By John B. Corns

Short on popularity but long in chutzpah, the old Wheeling & Lake Erie was filled with incongruities and anomalies

ABOVE, NKP PHOTO BY JOHN D. BURGER; TWO PHOTOS, JOHN B. CORNS COLLECTION

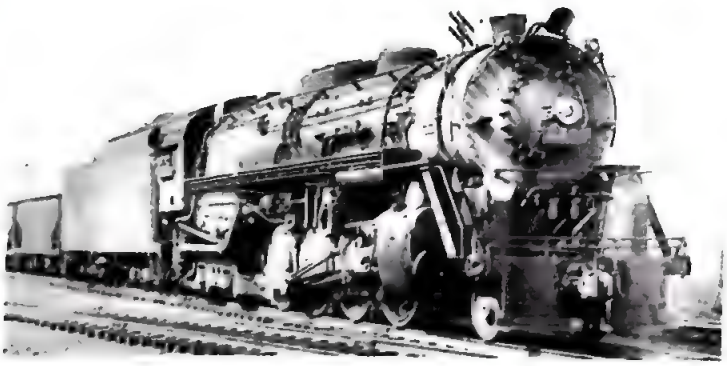
Deep in southeastern Ohio coal country, one of W&LE's 10 USRA 2-6-6-2's, 8009, switches at a tipple in 1949. C&O had the only other 20 built.

AFTER AN EYE-OPENING, three-year fling with giant Norfolk & Western steam locomotives in my birthplace of Ironton, Ohio, on the Ohio River, our family's move 200-some miles north to Canton, Ohio, might as well have been to the moon, for we did not live anywhere near a railroad. Canton hosted the main line of the Pennsylvania, a Baltimore & Ohio branch, and several Nickel Plate lines, but my encounters with trains were purely accidental, usually when my father drove us over the hump-backed bridge across NKP's Gambrinus yard on the way to the town dump, or when we waited for a Pennsy freight at a grade crossing.

A 1964 Boy Scout merit badge project introduced me to topographical maps, and I was astonished to "discover" a large Nickel Plate yard in Brewster. Previously, I never even knew Brewster existed, or that its yard contained about a hundred NKP steam locomotives waiting their turn to go to the Luntz scrapyard in Canton. My mother drove me to Brewster a few weeks later, and I rejoiced at the site of wooden passenger cars in the work train, a pile driver under steam, decrepit tenders still carrying "W&LE" initials, and the road's last 2-8-4 rusting away, sans tender. I watched that lonely Berkshire being scrapped two weeks later by the N&W, Nickel Plate's new successor.

I was curious to learn more about the old Wheeling & Lake Erie, and the following year John Rehor's excellent book, *The Nickel Plate Story*, was published by Kalmbach. Its text, roster, and photos answered many of my questions about "the Wheeling," and provided grist for hundreds more yet to be asked in the coming four decades. I was about to enter into the love affair of my life, but being enamored of a railroad that disappeared in 1949, when I was just 10 months old, meant that I would not "railfan" the Wheeling. Instead, I would research the Wheeling. Recently while doing such work I happily discovered that W&LE had purchased the Central Valley, a 4-mile railroad owned by my great-great-uncle that had supplied coal to his Corns Rolling Mill in Massillon.

Impressed with NKP 2-8-4's, W&LE's acquired 32 itself; they were called "Cadillacs" by the crews; 6423 is eastbound with hoppers at Harmon, Ohio.



Short on popularity but long in chutzpah, the old Wheeling & Lake Erie was a fascinating 515-mile property whose history is filled with incongruities and anomalies. Where else could one find a railroad of this size that built 50 steam engines? How many other roads offered uniformed parlor-car hostesses serving a la carte meals on board wooden passenger trains on the eve of World War II? Which 20th century railroad had a safety record that belonged to the post-Civil War era? What other road employed saturated Atlantics on passenger trains, while switching its yards with modern, roller-bearing equipped 0-6-0's? How many roads went through four bankruptcies in four decades, yet emerged to turn healthy profits each year after 1916? Where else could one find a railroad whose unpainted physical plant was an eyesore, yet which operated a fleet of modern Van Sweringen 2-8-4's of NKP stamp? How many railroads tested fledgling Timken roller bearings in Diamond arch-bar trucks underneath wooden freight cars?

The Wheeling began in the 1870's as a narrow-gauge road chartered to reach untapped coal mining areas of southeastern Ohio and deliver No. 8 bituminous to a Lake Erie port city. Before its financial collapse, the road managed to lay 12 miles of track between the Lake Erie fishing village of Huron and Norwalk. In his quest to control the nation's first transcontinental rail system, Jay Gould revived the moribund W&LE and rebuilt it as a standard-gauge line across

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northern Ohio. In 1889 it reached the Ohio River opposite its namesake city of Wheeling, 216 miles from Toledo. Ornate 0-6-6 and 2-4-6 Mason Bogies hauled coal to W&LE's port at Huron for export by lakeboats, and inbound Mesabi iron ore was carried east to the growing iron and steel industry of the Ohio River valley. Huron was the crucial maritime outlet for Ohio steam coal that fueled W&LE's latter-day success.

For its first 25 years, W&LE was financially unstable and took whatever motive power it could afford. Its early fleet of freight equipment was mostly wooden coal gondolas, but unrest in the coalfields severely eroded carloadings, so W&LE acquired boxcars, stock cars, and even some refrigerated boxcars to shore up disparities in earnings.

Mother Nature was especially unkind to the struggling road, dealing it blizzards, windstorms, and flooding of Biblical proportion. In April 1901 the western end near Toledo was under 9-foot snowdrifts, while at the same time the eastern end was flooded by Ohio River water 71 feet above normal levels.

Operating with train orders, W&LE's unsignaled lines often were death traps, with an unknown rockslide, washout, or oncoming train possibly waiting round the next bend. Indeed, wrecks were not rare, and W&LE occasionally suffered multiple head-on or rear-end collisions in one day. After several recommendations by the Interstate Commerce Commission to adopt block signals, a fatal head-on collision between two detouring PRR trains in 1943 finally led to W&LE's first installation of CTC signaling five years later. When asked to participate in National Safety Week, W&LE President George Durham proudly boasted that his road "did not suffer a single fatality during the previous National Safety Week." It has been said that, mile-for-mile, W&LE was the most dangerous railroad in America.

In 1899 W&LE got a second operating division when it acquired the 144-mile Cleveland, Canton & Southern, successor of a former narrow-gauge from Cleveland south to Zanesville. The two divisions crossed at Navarre, and occasionally the village experienced the commotion of a four-way meet when just the right combination of four noonday passenger trains ran late, early, and on-time. A new cut-off bypassed Navarre and led to the establishment in 1910 of W&LE's locomotive shop, major yard, and headquarters in Brewster.

One W&LE branch in the village of

JOHN B. CORNS COLLECTION

W&LE ran splendid but ancient equipment on its few passenger trains. Atlantic 2301 is southbound at East 93rd Street, Cleveland, about 1935.

Carrollton dated to 1846, and had been mule-powered until the arrival of a 20-year-old locomotive built in 1835 by Robert Stephenson in England. This engine, the seminal *McNeill*, had been built to an unusual wide gauge and served as a pattern for future locomotives built by Thomas Rogers of Paterson, N.J.; it also gave rise to the official railroad gauge of 58 inches found only in New Jersey and Ohio. This branch was built as wide-gauge, converted to narrow-gauge, then rebuilt to standard-gauge. Its narrow-gauge, timber-lined tunnel at Robertsville is in service today.

In the early 1900's George Jay Gould revived his father's dream and used the W&LE in a patchwork of railroads in another attempt to link the Atlantic and Pacific. One of the few segments that needed to be built from scratch was the 60-mile leg between Pittsburgh and the W&LE main line. Thus did construction begin in 1904 on the Wabash-Pittsburgh Terminal, predecessor of the Pittsburgh & West Virginia. Massive fills, high trestles, and many tunnels were hallmarks of this work, including North America's then-longest cantilever bridge across the Monongahela River near Pittsburgh.

Under the aegis of parent Wabash, W&LE and WPT operations were combined for several years. Joint passenger trains began between Pittsburgh, Toledo, and St. Louis to serve the 1904 World's Fair market, but the routing was 90 miles longer than competing PRR or B&O, and the first fair-bound train left Pittsburgh with just a single passenger. To outfit these long-distance limiteds, a half-dozen 4-4-2's and 21 wooden passenger cars—including two electrically-lighted diners—were permanently assigned to W&LE. This equipment would serve as the backbone of passenger operations until the Wheeling's last passenger run in July 1938. One of the old diners was used as a portable depot on the Ohio River floodplain at Warrenton, but a rowboat was stored underneath the car for quick evacuation if floodwaters might rise too quickly to move the "depot" to high ground.

Twenty huge, hand-fired 2-8-0's were delivered to W&LE by Schenectady in 1913. A later increase in boiler pressure boosted their tractive effort to 63,000 lbs., putting them among the heaviest and most powerful 2-8-0's ever, producing more tractive effort than even USRA heavy 2-8-2's. They were supplanted four years later by W&LE's first Mallets, 20 Alco-Brooks compound 2-6-6-2's with 84,000 lbs. tractive effort, enough to muscle coal trains upgrade from Huron at a sustained 17 mph. The Wheeling never owned a diesel road unit, just four solid-black EMD NW2 switchers bought in 1940-41 because of the weak Maumee River bridge in Toledo.

W&LE received its first "modern" power at the close of World War I, USRA locomotives in three wheel arrangements. Alco-Pittsburg built five

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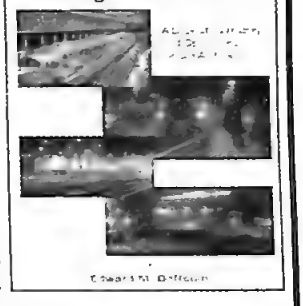

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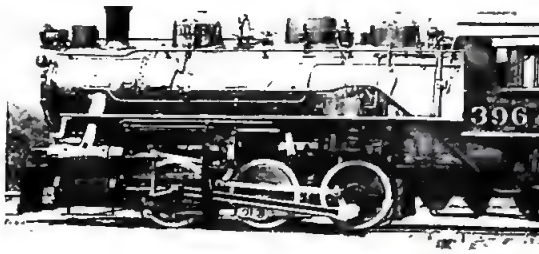

Brand-new W&LE 0-6-0 3967 poses outside her birthplace, Brewster shop, September 28, 1937.

0-8-0's, Alco-Brooks 20 heavy 2-8-2's, and Baldwin 10 compound 2-6-6-2's. Too long for W&LE turntables, all the new Mallets swapped their large USRA tenders for medium-size USRA versions that trailed 10 of the new heavy Mikes.

The highly successful USRA 0-8-0's were to have the most profound effect on W&LE 10 years later when the road began building its own switchers in Brewster Shop. Saving about $7000 per locomotive by building instead of buying new, W&LE constructed 20 USRA 0-8-0 copies at Brewster during 1928-29, followed by 30 USRA 0-6-0 copies between 1929 and 1940. Beginning in September 1935, subsequent Brewster 0-6-0's had Timken roller bearings on all engine and tender axles, being the first steam switchers so equipped. The sole surviving Brewster-built engine, 0-6-0 3960, was enshrined in a Canton park wearing NKP lettering, but 15 years afterward I restored the switcher back to its original W&LE appearance.

Needing a powerful yet fast locomotive to propel itself out of the drag-freight era, W&LE turned to cousin NKP and borrowed Alco-built Berkshire 704 for over-the-road testing. Impressed with the results, W&LE in 1937 took 10 similar copies from Schenectady, eventually adding 22 more. Though not as famous as their legendary NKP cousins, the 6400-series Wheeling 2-8-4's did a credible job on hotshot "Alphabet Route" manifests and slower coal trains alike. Management loved them, and employees warmly called them "Cadillacs." On the eve of the takeover by Nickel Plate, W&LE in 1948 reunited 10 rough-riding, Roanoke-built ex-

JOHN B. CORNS COLLECTION

N&W 4-8-2's after they'd seen hard service on five different railroads. Wheeling management as well as employees despised these wartime wanderers, nicknaming them "Big Uglies."

Impressed with W&LE's balance sheets and eyeing the road's still-modern Brewster shop, Nickel Plate after World War II began buying Wheeling stock, and in 1949 inked a 99-year lease to acquire and operate the road. In 1964 NKP was merged out of existence by N&W, along with the P&WV, the Wabash, and the Akron, Canton & Youngstown, but the Wheeling still corporately existed and continued to earn profits. A quarter-century later, most of the old W&LE was sold to the new W&LE, except for the main between Toledo and Bellevue and the branch between Brewster and Zanesville, which had been purchased by Ohio Central, a regional line whose diesel-powered freights and summertime steam trains continue to polish the rails of my beloved "old" Wheeling & Lake Erie.

W&LE fact file

(comparative figures are for 1929 and 1948)
Route-miles: 512; 506
Locomotives: 185; 161
Passenger cars: 66; 0
Freight cars: 11,626; 13,646
Headquarters city: Brewster, Ohio
Special interest group: Nickel Plate Road Historical and Technical Society, Box 381, New Haven, IN 46774; www.nkphts.org
Recommended reading: *The Nickel Plate Story*, by John A. Rehor (Kalmbach, 1965, reprinted 1994); *The Wheeling & Lake Erie Railway*, by John B. Corns (TLC Publishing, 1991)
Source: *The Historical Guide to North American Railroads* (Kalmbach, 1999)

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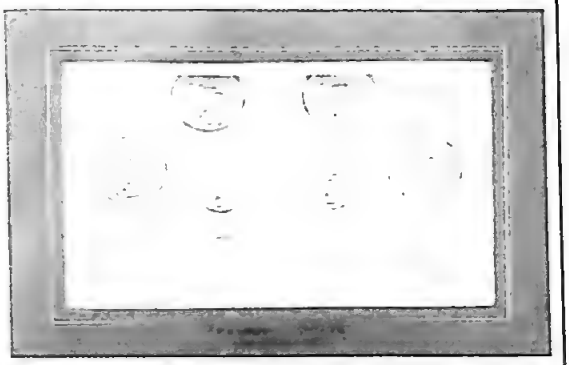

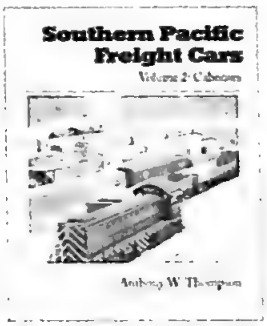

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LAURENCE H. REHM

Glory Days

Good vibrations

MOST OF US can look back on life and pick out those "red letter days" that marked our transforming experiences. One of mine was the glorious morning of October 30, 1966, when I made two important discoveries—first, that there were other people like me who loved trains, and second, that the steam locomotive was just as cool as any of the other distractions tugging at a 15-year-old in the Sixties.

The occasion was My First Steam Fan Trip, specifically a 200-mile round trip on Grand Trunk Western from Chicago to South Bend, Ind., featuring GTW 4-6-2 No. 5629. You can't see me in this splendid photo of 5629 and its jam-packed train marching out of Dearborn Station, but I'm back there somewhere with my buddy Frank Boswell, my nose pressed up against the window, hoping to get a glimpse of the locomotive. I wasn't to be disappointed. My memory is of a day bursting with adventure: great photo runbys, buying old 8x10's and train orders in the concession car, catching a face full of cinders in the vestibule, eating bad hot dogs, racing back into Chicago three hours late. Wonderful!

The photo is also bittersweet. I could write a book about the 5629 and the twists and turns it experienced at the hands of a mercurial owner (the engine was scrapped—in 1987!). But on this beautiful autumn day the sun was shining on the big Pacific. That night, as my dad drove us back to Michigan, I drifted off to the sound of the Beach Boys' "Good Vibrations" on the car radio. The pure joy of that '66 hit was the perfect complement to a day filled with the discovery of a steam locomotive's own very special, very joyous music.—*Kevin P. Keefe*

Bucking the trend:

Colorful diesels of the 1960's

When many roads were adopting somber paint schemes for their locomotives, a handful embraced bright new images

Burlington, 1959

Most wouldn't argue with Burlington's "old look" on freight hood units, classic black with "Everywhere West" and "Way of the Zephyrs" slogans on their sides. But when the Q entered the high-horsepower era with 16 SD24's in 1959, it introduced a bright Chinese red with white billboard name and gray top (36 GP20's followed in '61). CB&Q also replaced the black nose stripes on its silver E's—a nod to the radiator grilles on the original *Zephyr*—with red stripes. Unfortunately, the red paint tended to turn pink over time, but the Q kept the livery until it began playing with pre-BN-merger green in 1968.

GP20's leave Cicero (Ill.) yard, November 1964; J. David Ingles

Four decades ago, diesel locomotives, once dazzling novelties, were an established fact of life on North American railroads. At the same time, as passenger service contracted and small freight shippers switched to trucks, the railroads became less concerned with their public image. Seeking to cut costs, many roads looked to their locomotive paint schemes, some of which were quite elaborate and expensive to apply. The result was a proliferation of drab, simple liveries that, while cheap and durable, did not convey a sense of confidence or style.

Missouri Pacific, B&O, C&O, and Wabash, for instance, traded their eye-catching schemes for solid blue. Atlantic Coast Line gave up purple (!) and silver for black. Southern Pacific dropped its *Daylight* and Black Widow liveries for dark gray with a dash of red. Pennsy and NYC, never flamboyant, just hunkered down further.

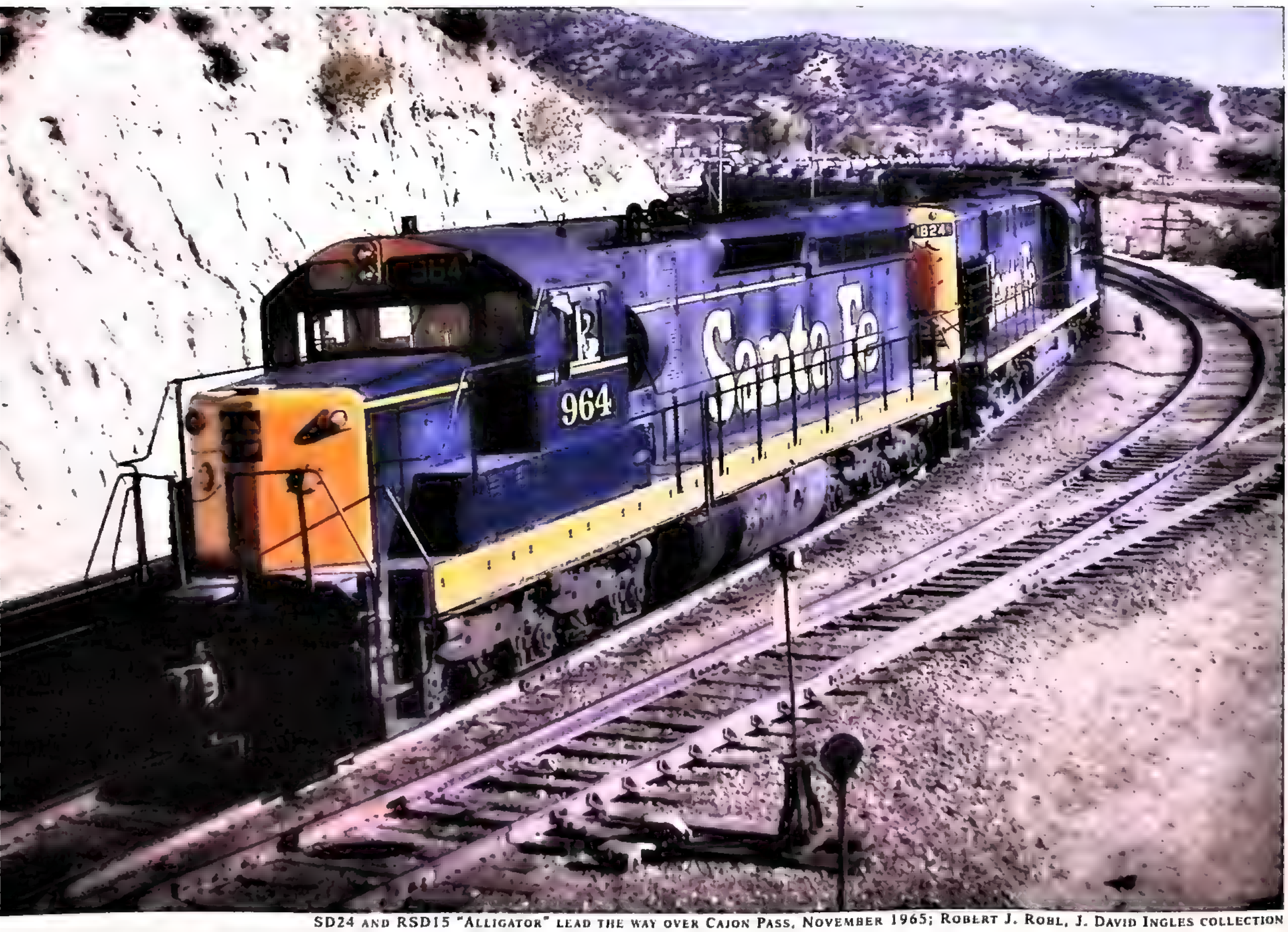
Happily, several roads bucked the trend with bright, modern color schemes. Some, like Rock Island and Lehigh Valley, couldn't seem to make up their minds and so can't be said to have selected a single image. Kansas City Southern and Louisville & Nashville tried, but the results were not compelling. And Union Pacific just rolled on with its 1934 Armour yellow, still in use today.

Herewith are 10 bright new schemes from the era. A few were final flameouts from dying lines, but others became long-lived.—*R.S.M. and J.D.I.*

Santa Fe, 1960

AT&SF picked up on the leads of others such as Burlington and DT&I to tweak its road-freight livery with a billboard-size "Santa Fe." But if Uncle John's basic colors of yellow on blue hadn't changed since the FT's of 1940, how does he qualify for inclusion here? Because it took him a while to admit the big 2400 h.p. units he was buying were road engines, not glorified switchers. In 1959, the first groups of EMD SD24's and Alco RSD15's came in black with silver striping and a small name and logo. The next ones wore a big silver "Santa Fe" before the last 30 SD's and 26 Alcos donned the blue and yellow. Later, cowl-carbodied F45's got the passenger-style oval nose logo.

TWO F45'S AND A WARBONNET FP45, NEEDLES, CALIF., SEPTEMBER 1971; JOE MCMILLAN



SD24 AND RSD15 "ALLIGATOR" LEAD THE WAY OVER CAJON PASS, NOVEMBER 1965; ROBERT J. ROBL, J. DAVID INGLES COLLECTION

SPADINA ENGINE TERMINAL, TORONTO, MAY 1974; GREG MCDONNELL

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Delaware & Hudson, 1961

GE's at Ararat Summit, Pa. (left), Sharks at Whitehall, N.Y., (above); Jim Shaughnessy

As did many coal-haulers, the D&H liked solid-black diesels, and dressed its early fleet—all Alco S-type switchers and RS-type road-switchers—accordingly. Only yellow safety-striping on the ends relieved their drab look—until 1961, when RS11 5001 emerged in a striking bright blue and gray separated by a zig-zag yellow stripe. D&H stuck with this "lightning-stripe" style, applying it along "Warbonnet" lines in 1968 to its four ex-Santa Fe PA's (and, later, its two Baldwin Sharknoses), and even would return to it after flings with solid blue.

SD45, GP30, C630, April 1968, Allentown, Pa., Allan H. Roberts, J. David Ingles collection

Reading, 1962

When EMD delivered its first GP30's, 20 to the 1100-mile Reading Co. in 1962, they came in this builder-designed bright yellow and green livery that was a 180-degree turn from the railroad's previous somber solid olive drab. (OK, OK—Reading's few cab units, though mostly black, *did* have an nice bright-green band with yellow striping.) The new scheme shouted, "new units, high horsepower." It was carried through eight orders from all three builders for 92 more units of seven types through 1969, and also was applied to some older units. For its last new diesels in the 1970's, though, financially pinched Reading chose a solid—though bright—green.

GP30 and U30C at Bergen, N.Dak., November 1974; Jim Hediger

Soo Line, 1962

Minneapolis, St Paul & Sault Ste. Marie and subsidiary Wisconsin Central used black on switchers and early hood units, with maroon-and-gold for cabs and, after 1953, road-switchers. When the two, plus the Duluth, South Shore & Atlantic, merged as Soo Line Railroad in 1961, Soo p.r. man Wally Abbey thought a new look was in order—and *not* the solid maroon tried in 1960. Painting plaster models at home, Abbey devised a bold red-and-light-gray, tested on GP9 550 in early '62 and applied to two Alco RS27's new that April. A lighter off-white that graced 22 GP30's in 1963 spread to everything . . . until 1989, when Soo went to a solid candy-apple red.

F7's at Richfield, Wis., September 1972, Tom Hoffmann

Erie Lackawanna, 1964

When EL's first high-horsepower diesels—15 Alco C424's—arrived in 1963, they wore the Erie-style black and yellow, and it appeared that Lackawanna's attractive maroon and gray, with yellow accents, was history. Not so fast. For when William White, who'd led DL&W 1941-52, returned to resuscitate the EL in mid-'63, the old Lackawanna colors came back on the next new units—a dozen 2500 h.p. B-B models from each of the three builders—and were retained until EL went into Conrail. Designed, as were many old schemes, for cab units, the livery looked good on anything, including passenger cars (too bad the electric M.U.'s didn't get it!).

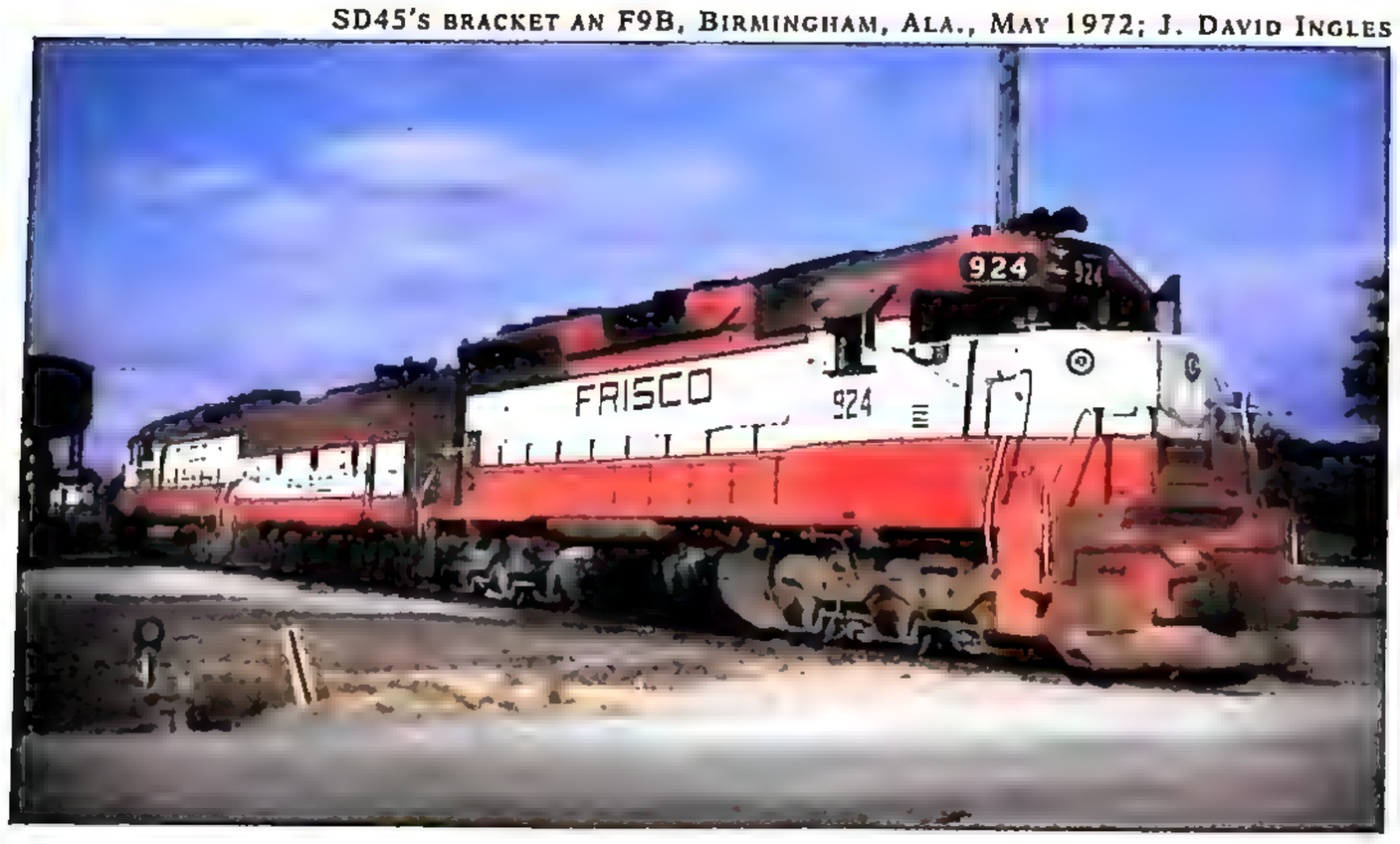
SDP45's at Port Jervis, N.Y., January 1974; Jim Shaughnessy

"Redbirds" near Sherman, Ill., July 1970; J. David Ingles

GM&O, 1966

When Gulf, Mobile & Ohio bought the Alton in 1947, it ditched the crimson and silver that dated from Gulf, Mobile & Northern's 1935 *Rebels* and adopted the historic red and maroon of the Alton, top player in the hot Chicago-St. Louis passenger market. Gradually GM&O diesels became solid red, or maroon (depending on which shop did the work). Then, for its initial second-generation order, 31 GP30's in 1962-63, it asked EMD to design the scheme. A jazzy black and white with billboard initials was the result, but although GM&O applied it again to 48 GP35's, when it ordered 21 SD40's in 1966, the scheme was as pictured above. The "Redbirds" would be unique, for later GP38's, while also red with big white letters, differed in the striping details.

SD45's bracket an F9B, Birmingham, Ala., May 1972; J. David Ingles



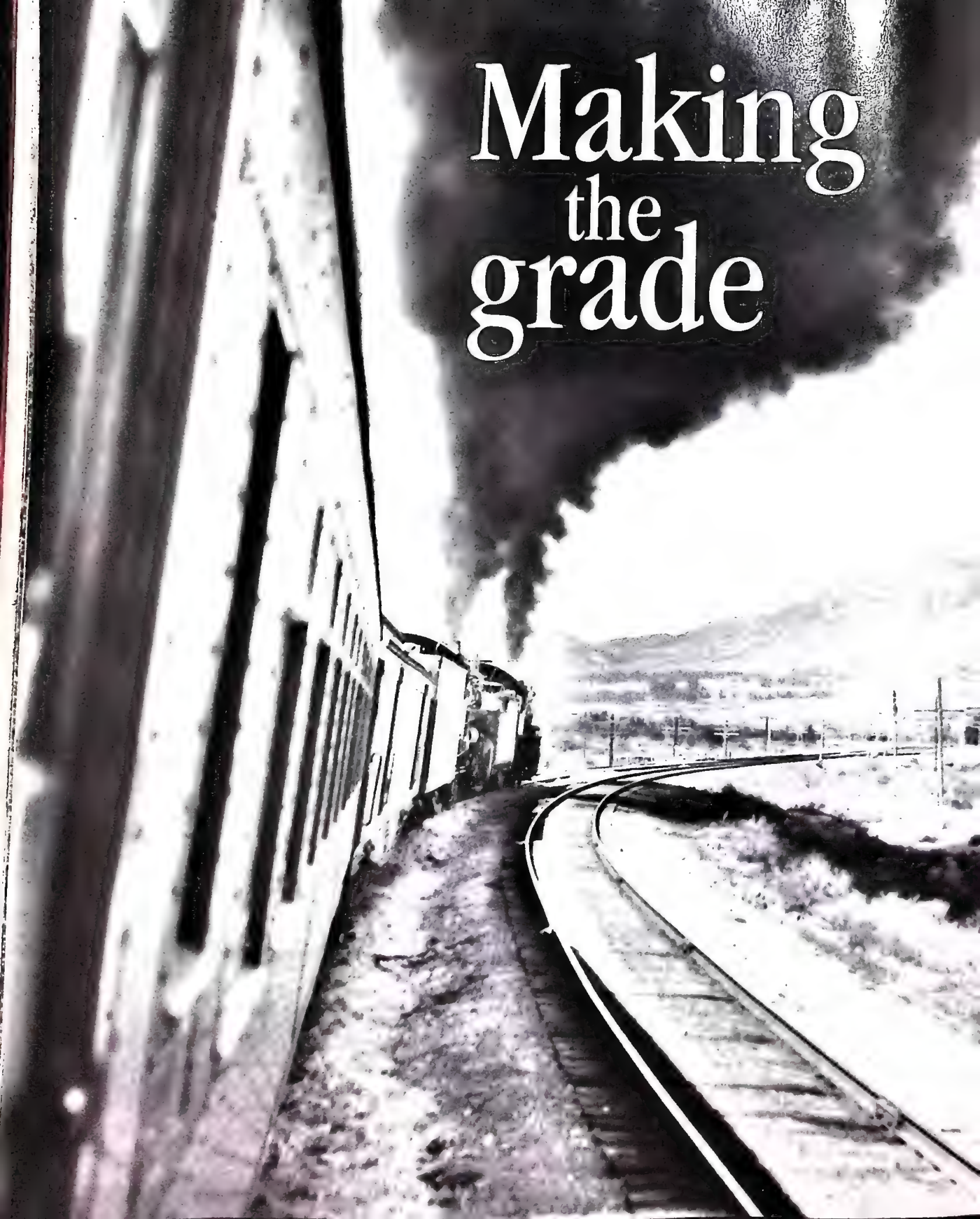
Frisco, 1965

Black with a bit of yellow was the Frisco's freight and yard diesel look until its third order of U25B's and second order of GP35's, delivered in that sequence in early 1965 in this mandarin orange and white "for better grade-crossing visibility." It was applied to most older units, including F's and three E8's, but except for a later custom job on four hoods, only cabs wore the "coonskin" logo. The scheme lasted until BN merged Frisco in 1980. Other converts to orange in the era included Illinois Central (from black, on freight units) and Toledo, Peoria & Western (from green). Western Maryland went from all black to an attractive red-white-and-black.

F45 and SD45's, Spokane, 1969; Keith E. Ardinger, J. David Ingles collection

Great Northern, 1967

There was nothing wrong with GN's old livery of Omaha orange accented with Pullman green . . . until GN simplified it in 1963 by removing most of the lower orange panel. Bad move! So, when the road introduced its "Big Sky Blue" livery, with gray tops and a white band, amid much fanfare in 1967, it was a welcome change. Although applied to many older locomotives (including F's, whose noses didn't wear it as well as hoods and cowls) and passenger cars, Big Sky Blue was short-lived. If GN was trying to create a look for the impending Burlington Northern merger, it failed. BN chose—and stuck with—Cascade green with white and black accents.


Making
the
grade

For a young fireman, a veteran hogger's stamp of approval was a prized achievement

By Jack Elwood

FOR SEVERAL YEARS during the Great Depression, the Santa Fe Railway, with business down, demoted locomotive engineers back to firemen and hired very few new firemen. The first hiring of firemen of any magnitude, at least on the Los Angeles Division where I worked, started in 1936.

The engineers who were able to hold jobs were, of course, the most senior men on the division; only the passenger-service engineers out of Los Angeles had more seniority.

The freight pool, working out of San Bernardino, was a choice assignment, and five turns in this pool were designated as helper turns. As such, they worked only in helper service. Most every train east out of San Bernardino required a helper up Cajon Pass to Summit, or west from Victorville up to Summit. Victorville was the east end of their working limits.

Senior engineers favored the helper turns, as they could spend their off-duty time at home instead of laying over at the away terminal, Barstow. And with only five helper turns, they were almost always called to help a train as soon as they had gotten their required eight hours rest. By working more hours, helper-turn men could earn more money than if they were in the regular freight pool that worked through to Barstow.

During these lean times, the helper engineers had an experienced regular engineer as a fireman. The pairs worked together for so long that each man knew what the other was going to do at all times. This was a real asset, as operating a steam locomotive required total cooperation between engineer and fireman.

By 1940, business was on the rise, and gradually the demoted engineers who had been working as helper-turn firemen were being "re-promoted" back as engineers.

In 1941, when I was 22 years old and working as a regular freight-pool fireman, I had the opportunity to bid for a helper turn with engineer Arthur Sharp, whose long-time fireman had been promoted back to engineer. I had not worked with Sharp before, and, as a young fireman, was in awe of the old-head hogger. I was the senior bidder and so got the job.

When I arrived at the roundhouse for my first trip with Mr. Sharp, I hesitantly introduced myself to him, and received a grunt or groan and a look down his nose, with no comment. Needless to say, my self-assurance was not at its highest level. I quickly tended to my duties, registering out, checking my watch and the work reports, and then I went out to our assigned engine. The fireman was expected to be on the engine and have everything checked and ready to go before the engineer made his appearance.

The fireman would fill the engineer's hand oiler, complete with a ball of waste in the handle, having it ready to hand to him on the ground and then take his grip and put it up in the cab. I had everything done that needed to be done and was ready for us to leave. Mr. Sharp completed his oiling around and inspection, came up into the cab, and said nothing to me whatsoever.

As we started the trip, I noticed he watched every move I made. Fortunately we had a good-steaming engine, and everything seemed to work fine. At Summit, we cut off the train and went on to Victorville, light, to help another train back westward. At Victorville I took water, turned the engine on the wye, and backed in on the back track to wait for our train. All this time, Mr. Sharp said nothing. He climbed down and departed to go uptown on foot; I stayed on the engine. After some time, he came back and our train arrived. We helped it to Summit, then went light-engine down the hill to San Bernardino. Again, no conversation ensued, but Mr. Sharp was ever watchful.

Our next trip was a duplicate—no conversation, just watching.

On our third trip, we helped No. 20, the *Chief*, to Summit, then ran light to Victorville, crossed over to the west side, and again I turned the engine and put her on the back track to wait for a westbound to help. Mr. Sharp got off the seatbox and climbed down the cab ladder. As he reached the ground, he called out, "Come on, kid, let's go uptown and eat." He had a big smile on his face, so I knew right then that Art Sharp approved of me, without reservation. When Art took you with him to eat and then go visit the Western Auto store in Victorville, you were his fireman, no question. We worked together for quite some time. He was a fine engineer, and I learned a lot from him.

In time, my seniority built up, and I bid in the passenger pool out of Los Angeles, and many times Art Sharp would help us up the hill.

In steam days, a veteran engineer was like God to the fireman. Some hoggers regarded the fireman only as a necessary evil, not due any consideration. They had been treated rough by the old engineers they'd fired for, so they treated their firemen the same way—part of the process, I guess.

Thankfully, in my time as fireman, I encountered only a few engineers who were unpleasant to work with, men who were impossible to please no matter what. By the same token, there were many fine ones who could teach a young fireman how to be a successful engineer himself. Their stamp of approval was a prized achievement, long remembered. ■

EDWARD N. BEWLEY

Creatures of the Canyon

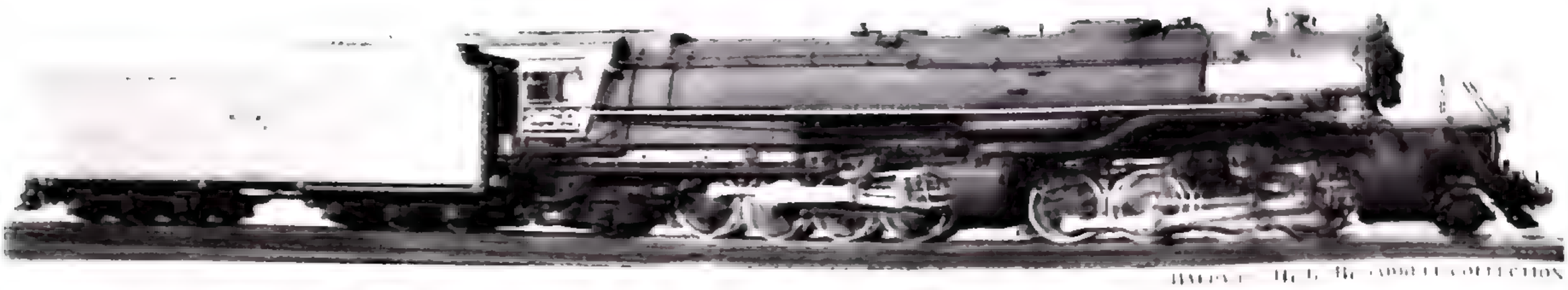
Tracking Western Pacific's elusive 2-8-8-2's in their spectacular habitat

By Fred Matthews • Photos by the author

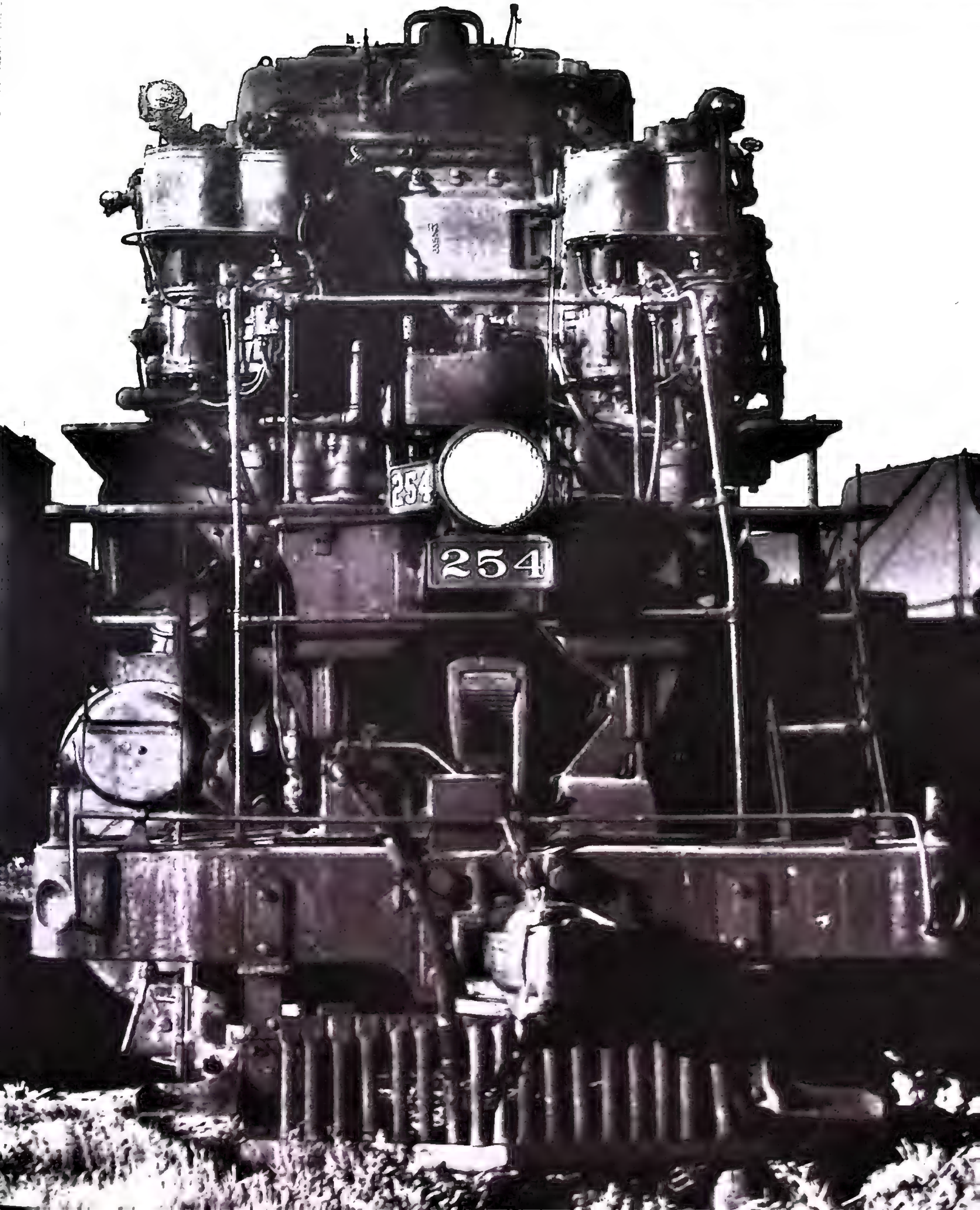
IN SUMMER 1947, when my father said, "Let's go photograph trains in some scenic place," I lobbied for Western Pacific's main line up the Feather River Canyon. The canyon was then still—but would not be for long—home to one of the West's largest, most powerful, yet least-known steam locomotive classes, WP's 251-class 2-8-8-2 articulateds that ruled the 116 miles of 1 percent grade between Oroville and Portola, Calif.

Further, the 251's teamed up with older compound 2-6-6-2's on the steeply graded 112-mile High Line from Keddie, Calif., to the Great Northern connection at Bieber. The 251's ventured almost nowhere else, except for occasional runs down the valley to WP's Sacramento shops. So the 10 giant 251's—120 feet long, 150,900 lbs. tractive effort with booster, weighing 500 tons—were strictly

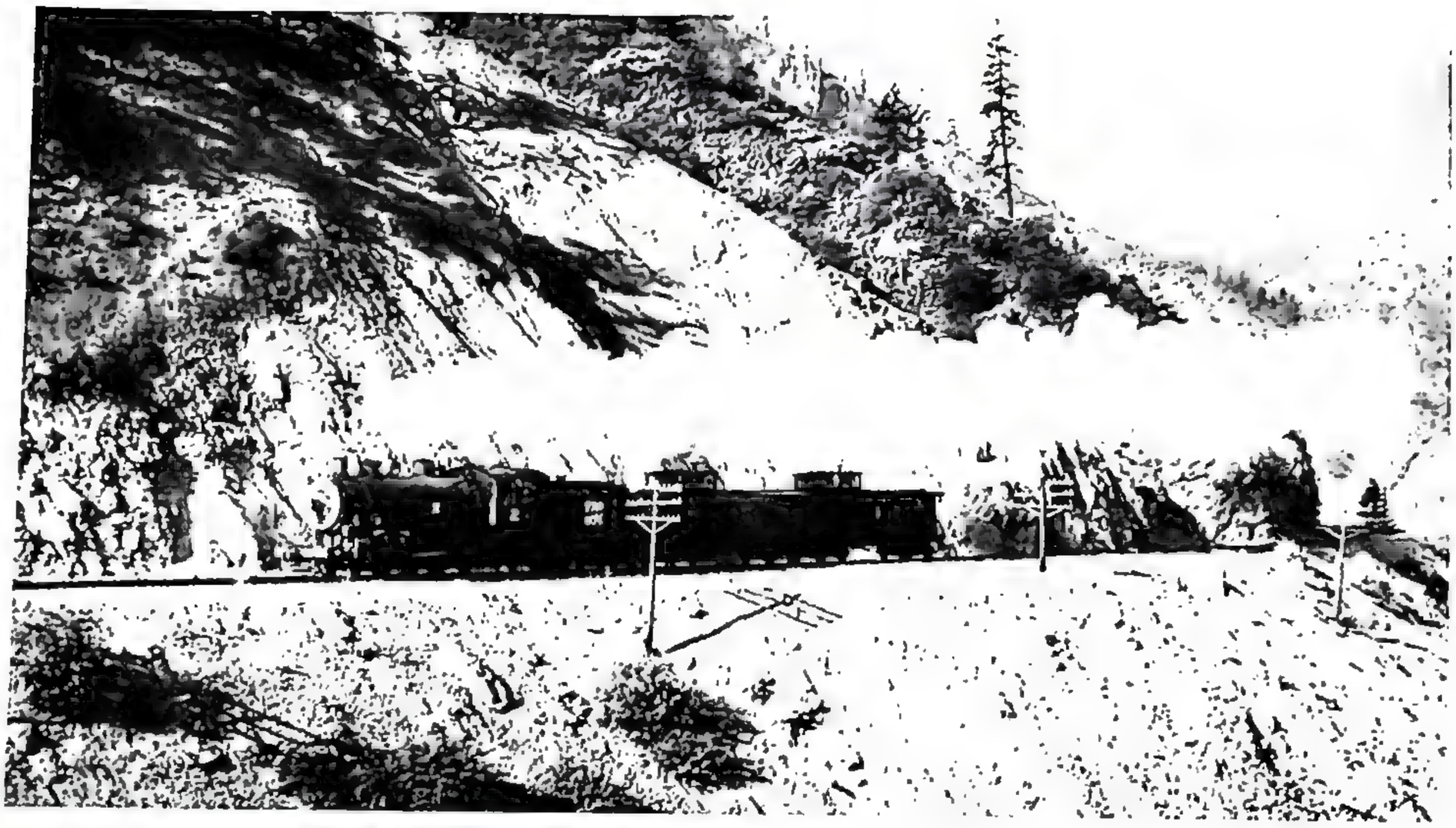
Continued on page 39



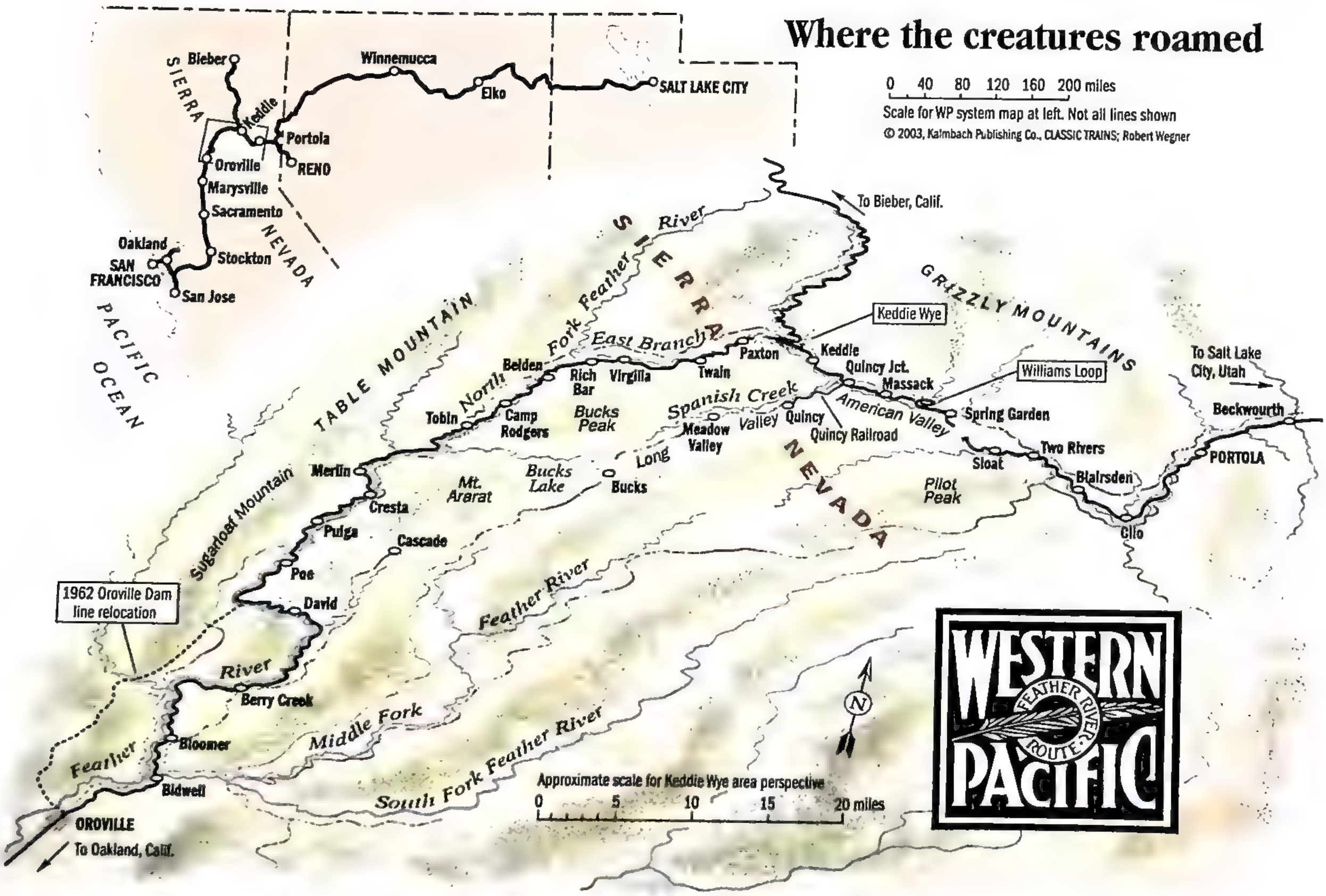
WP's 2-8-8-2's came from Baldwin in two batches: Nos. 251-256 were built in 1931, while 257-260 followed in '38. Heavier and more powerful than Southern Pacific's famous cab-forwards, they were doomed to obscurity by their small quantity and limited territory. No. 254 (opposite) was dead at Oroville in 1951.


254
254

We found scant action on our drive east from Oroville on August 30, 1947. Consolidation 2, which had helped open the WP back in 1909 and would soon be scrapped, trotted east with a pair of cabooses west of Keddie. Later in the day (opposite page), a sister 2-8-0 on a local switched cars on the main line at the big Keddie trestle.



Where the creatures roamed



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Where the creatures roamed

0 40 80 120 160 200 miles

Scale for WP system map at left. Not all lines shown

© 2003, Kalmbach Publishing Co., CLASSIC TRAINS; Robert Wegner

Bieber
Winnemucca
Elko
SALT LAKE CITY
SIERRA NEVADA
Keddie
Portola
RENO
Oroville
Marysville
Sacramento
Oakland
SAN FRANCISCO
Stockton
San Jose
PACIFIC OCEAN
To Bieber, Calif.
S F Feather River
TABLE MOUNTAIN
GRIZZLY MOUNTAINS
Keddie Wye
Williams Loop
To Salt Lake City, Utah
East Branch
North Fork Feather River
Belden
Rich Bar
Virgilia
Twain
Paxton
Keddie
Quincy Jct.
Massack
Spanish Creek
American Valley
Spring Garden
Beckwourth
Tobin
Camp Rodgers
Bucks Peak
Meadow Valley
Quincy Valley
Quincy Railroad
Two Rivers
Sloat
PORTOLA
Long Valley
Merlin
Bucks Lake
Bucks
Mt. Ararat
Pilot Peak
Blairsden
Clio
Sugarloaf Mountain
Cresta
Pulga
Cascade
Poe
David
1962 Oroville Dam line relocation
Feather River
Berry Creek
Middle Fork
Bloomer
Feather
Bidwell
South Fork Feather River
OROVILLE
To Oakland, Calif.

Approximate scale for Keddie Wye area perspective

0 5 10 15 20 miles

WESTERN PACIFIC
FEATHER RIVER ROUTE

Continued from page 34

creatures of the canyon, an extreme case of the specialization that came to steam locomotives after 1900. WP used heavy 2-8-2's from Oroville to Oakland, and the big Mikes shared the Nevada and Utah deserts with another small class of articulateds, 4-6-6-4's that could tackle the several short grades while running fast on the flatlands.

We needed to hurry, because the 251's days were numbered, even though the newest were only a decade old. WP was a small company, having just 167 steam locomotives in 1939, many dating from the road's opening in 1909. It had begun buying small batches of road diesels in 1941. Virgil Staff's book, *D-Day on the Western Pacific*, shows that WP management realized early that the universal availability of diesels, in contrast to steam's specialization, was crucial to a cash-strapped road like theirs.

By August 30, 1947, when my dad and I drove across the valley to Oroville with our Kodak Vigilant cameras, diesels alternated with steam on the three through time freights, and more diesel sets were on order. So we watched eagerly for activity east of Oroville, where the twisting old highway paced the WP route that now lies far beneath Lake Oroville. Alas, we found an empty railroad, except for an eastbound caboose hop behind 2-8-0 No. 2. Another 2-8-0 switched a local freight out onto the Keddie Wye bridge. But otherwise there was nothing. WP was not like Southern Pacific in the Bay Area, where a half-hour at trackside was likely to generate at least a train or two.

Driving on east, we detoured to Quincy Junction, site of a solid wooden depot from where the little Quincy Railroad descended a steep grade before traversing meadows to reach the mills of its namesake town. At the junction, the friendly WP agent had good news: one of the 251's, running light

This is what we came for: At 8:30 a.m. on August 31, 2-8-8-2 259 (opposite page) struggled upgrade toward Williams Loop after having taken siding at Massack to meet the westbound *Feather River Express*, which we saw a short time earlier at the loop itself.

Subsequent canyon visits were dominated by diesels. In June 1948, F3's led the westbound *Exposition Flyer* west of Keddie. Anticipating the launch of its successor, the *California Zephyr*, the *Flyer* had been rescheduled to traverse the canyon in daylight, and it carried two *CZ* dome cars.

eastbound to pick up freight at Portola, would soon show. He signaled the engineer to slow down for our pictures, a kindness typical of WP men. Reassured, we drove on and camped trackside near Spring Garden, where a long tunnel takes the rails from the North to the Middle Fork of the Feather River.

No trains woke us until dawn, when we glimpsed a 251 moving freight west in the half-light, leaving an inky, semi-abstract photo. Another 251 came out of the tunnel a half-hour later, with sufficient light for a photo, although the right of way and train were still bathed in shadow. But these were downgrade trains. Would we ever see one of the canyon's creatures in full action?

Knowing the westbound passenger local was due, we drove the short distance west to Williams Loop, where the line crosses itself to maintain a steady 1 percent grade. A bonus came as the 2-spot went by on a westbound work train, followed by yet another 2-8-0 with the four-car *Feather River Express*. Then came uncertainty. Was it worth waiting? We had heard vague noises to the west, but it didn't seem likely that a heavy, upgrade manifest would have been sidetracked anywhere nearby for this tiny local train.

Luckily, we did wait. After a couple of minutes, a loud exhaust echoed up the line, followed by a pause, then continuous, if cautious, exhaust as the train was walked out of Massack siding. A plume of black smoke rose above the trees, then big, black 259 came

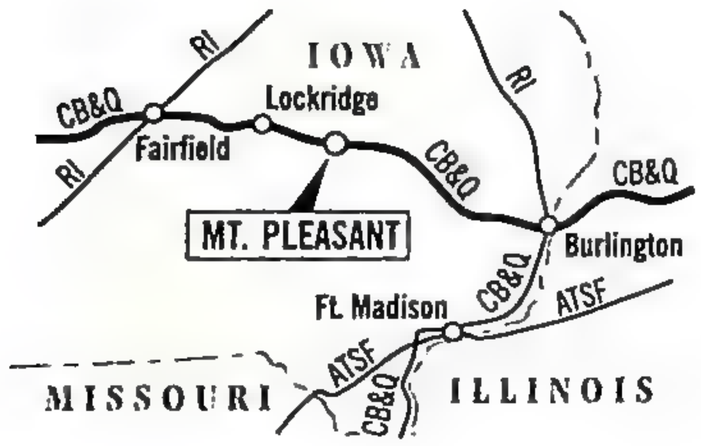
around the curve, the smoke cloud expanding as she accelerated. This was what we had come for, a scene out of a Lucius Beebe book—the vast pillar of "sooty pie against the ether" as 259 gained speed around the loop as it headed for Spring Garden tunnel, where the cab's oxygen masks would be in heavy use. After snapping photos, we watched in awe as the giant noise and cloud of smoke gradually diminished.

The rest of the day was almost equally rewarding. Another 2-8-8-2, helped by a pair of 2-6-6-2's, took a freight out of Keddie for Bieber, blasting up the canyon's opposite side on the 2.2 percent grade. After a couple of hit-or-miss photos determined by our ability to pull off the narrow road, we were out of film, and exhausted.

We were just in time. When we returned in late spring 1948, all the mainline freights had diesels, although the transcontinental *Exposition Flyer* now descended the canyon by day, with a couple of brand-new *California Zephyr* cars in the consist, no less. The giant 251's remained in active reserve, and made some runs as traffic increased. My last sight of an active "Canyon Creature," from a *CZ* dome in 1950, was of old friend 259 running light. At Oroville in April 1951 we admired a stone-cold lineup of 251's, then found a 2-8-0 still alive in the canyon.

Mikados worked Central Valley freights for another two years, but all WP steam was gone by late 1953. WP preserved two steam locomotives, a heavy Mikado and handsome 4-6-0 No. 94, which had hauled the railroad's first passenger train. The giant 2-8-8-2's were valuable as scrap. We were among the few railfans who had ever seen them. I'm still grateful to my father, and to the Western Pacific, for giving me an awesome experience of steam at its greatest. ■

Orange-and-silver FT's shepherd a westbound freight downgrade near Tobin in 1948. Majestic as they were, WP's 2-8-8-2's were no match for Electro-Motive's pioneering freight diesel and its descendants.



One day at . . .

Mt. Pleasant, Iowa

Photos by Mert Leet

On March 13, 1953, Merwin A. "Mert" Leet, an employee of Crown Can (later Crown Cork & Seal) in Chicago, found himself in rural southeastern Iowa on business. "I took the Burlington from Chicago to Lockridge, a tiny little place between Mount Pleasant and Fairfield, to visit a canner who was having trouble with chemical products," Mert says.

"Going out, I took a mostly mail train that stopped there early in the day, and fixing our customer's problem took me just a little while.

"Coming back, I had time to kill, and the Lockridge station agent let me board the caboose of the eastbound wayfreight. I had a nice ride back to Mount Pleasant."

Before boarding, Mert was able to photograph the local's engine, O-1-a class 2-8-2 4946, busy doing some switching in Lockridge. After he alighted in Mount Pleasant and before he returned to Chicago that afternoon, he photographed sister CB&Q Mikado 4985 coming into town with a wayfreight from the east, and doing some work in town.

Another O-1-a, 4960, would soon become famous as a Burlington fantrip star and, reconfigured, she steams today on the Grand Canyon Railway. Nowadays, this Burlington Northern Santa Fe main through southern Iowa is heavy with coal trains, but the old CB&Q Mount Pleasant depot, where Mert caught the *Coloradoan* back to Chicago, is still in use as an Amtrak *California Zephyr* stop.—*J. David Ingles*

Sisters to Burlington's subsequent famous fantrip star 4960, 0-1-a class 2-8-2's 4946 and 4985 performed before Mert Leet's camera at Lockridge (far left) and Mount Pleasant, Iowa (other three photos).

Great Photographers

Bruce Meyer:

the beauty is in the details

While pursuing steam, he kept his model railroading hobby in mind

By John Gruber • Photos by Bruce R. Meyer

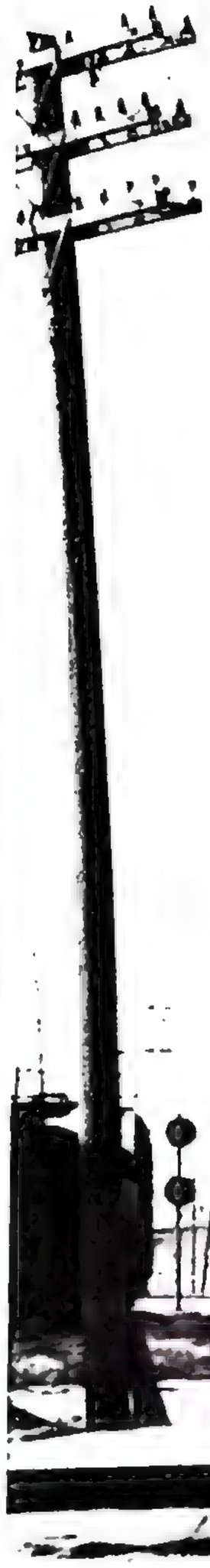
BRUCE R. MEYER, of suburban Chicago, has been on a search for steam since he started taking railroad photos in the early 1950's. An electrical engineer by trade, he doesn't see anything incongruous about working on new diesel-electric units but taking photographs of steam locomotives.

He has made a dramatic record of steam in the eastern U.S. in the '50's and of steam fan trips thereafter. Equally dramatic are his close-up views of locomotives. He made about half his photos for modeling purposes, and the other half for his own enjoyment or for publication. His photos have appeared in numerous books and magazines, in both black-and-white and color, but he does not plan any books of this own. "That's much too much like work," he says.

As steam vanished in the U.S., he and his friends headed overseas. "If you'd told me in 1960 I was going to be sitting in engine terminals surrounded by 9 to 12 Chinese 2-10-2's in the years 2001 and 2002, I would have told you you were stark-raving mad," Meyer says.

Born in Peoria, Ill., in 1935, he moved with his family in 1950 to nearby Bloomington. After graduating from high school, he attended the University of Illinois at Champaign-Urbana, earning a degree in electrical engineering in 1959. He then embarked on a 40-year career at the Electro-Motive Division of General Motors, from which he retired, he says with a sly smile, "on April Fool's Day 1999." Meyer took his first railroad photos about 1953, and started in earnest in 1956, concentrating on the Illinois Central in Bloomington, where it still ran some steam. Bloomington—on the Am-

Bloomington, November 27, 1957: Crews change on the F3's as GM&O 18, the St. Louis-Chicago *Ann Rutledge*, makes its early-evening stop.



boy Division of the "charter line" that ran the length of the state from Cairo to East Dubuque—was also the away terminal for crews on "the Bloomer line," a branch that wandered west from the main line at Otto, near Kankakee. (A part of this route runs today as a shipper-owned short line known informally by its old IC nickname.) Even after the Amboy Division was dieselized, a 900-class 2-8-0 would come over from Kankakee every other day and stay overnight in Bloomington. "In those days I could always see a steam engine," Meyer notes.

His model railroading hobby was launched from a similar interest. "I built a lot of model airplanes, and one day, I made a big mistake. I went into a hobby store and bought a Varney paper-sided boxcar. I built it, then decided I'd better find out what the real one looked like. That's what started my railroad hobby.

"Because I was raised in downstate Illinois, we didn't have the support groups like the younger fans had in the Chicago area. This was both good and bad. Bad because my friend Bob Hundman and I did not have the information available to the younger Chicago group. Good because in Bloomington, we just started taking pictures from any angle, doing what we thought was interesting and what might be required to build better models. I take a lot of detail pictures because railroad erection drawings do not show all the details."

While at U. of I., Bruce met other railfans including Phil Weibler, Jim Neubauer, and J. Parker Lamb, all in a group of railroad enthusiasts who hung out at IC's Champaign interlocking tower with operator Dick Stair, who died in 2001. "He was very professional," remembers Meyer, "but friendly to all railfans. We all had a great time."

Meyer and the others made many trips in the late 1950's to see steam on the IC to the south, as well as on Canadian Pacific, Canadian National, Norfolk & Western, Pennsylvania, Nickel Plate, and Baltimore & Ohio. "I was

Bloomington, January 30, 1956: Less than a year before its demise, train 12 of NYC's Peoria & Eastern, the Pekin-Indianapolis *Corn King*, crosses the IC's "charter line" at the edge of town.

Bloomington, March 1, 1957: Steam would last in Meyer's hometown until 1958. In the morning, chunky Illinois Central 2-8-0 908 will head back east on the "Bloomer line" to Kankakee.

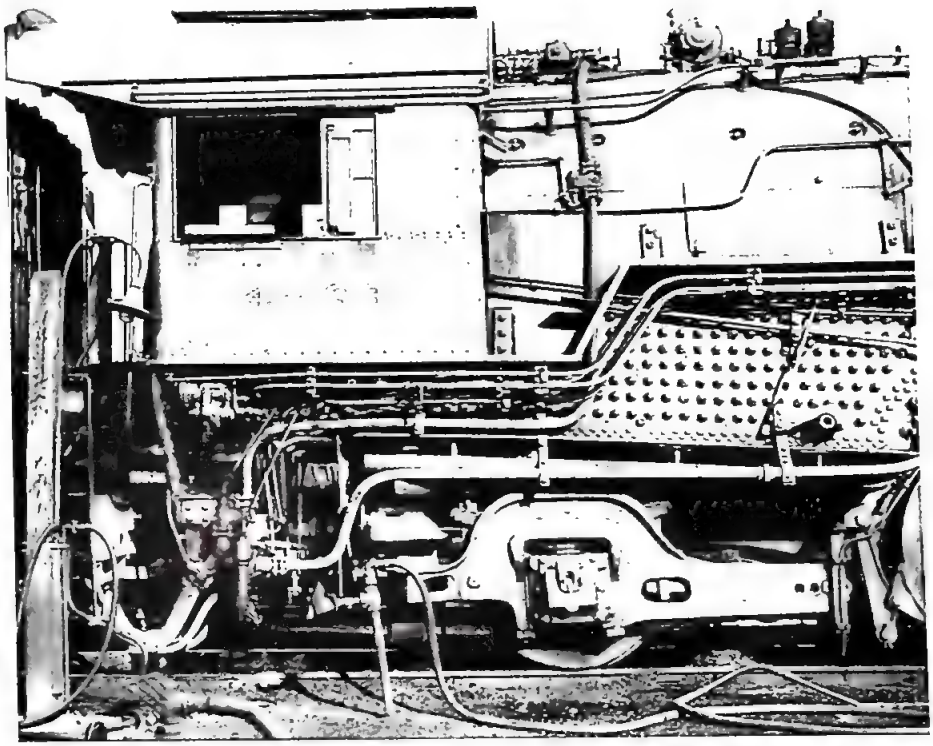
Iaeger, W.Va., March 26, 1959: Meyer and pal Phil Weibler experience the magic of an Appalachian morning with Norfolk & Western Y6's.

lucky enough to get to the IC in Paducah [Ky.] while it still was all-steam there, and I photographed the IC right to the end of steam in southern Illinois in 1959. Phil Weibler and I went on a long trip to the N&W in 1959. We got the later 2-8-8-2's in the mine-run areas, which was fun.

"I also like dramatic detail shots," Meyer says. I used a lot of them for drawings for MODEL RAILROADER. I did most of my drawings when I was in college because I needed extra money. I also did a little bit of drawing for [book publisher] Hundman in the early 1980's. I want to get back to drawing, but it will all be done on the computer now. It's hard to find time for it. I am building a new model railroad and selling railroad photos. Also, I need to get outdoors once in a while to take pictures of all the new railroading."

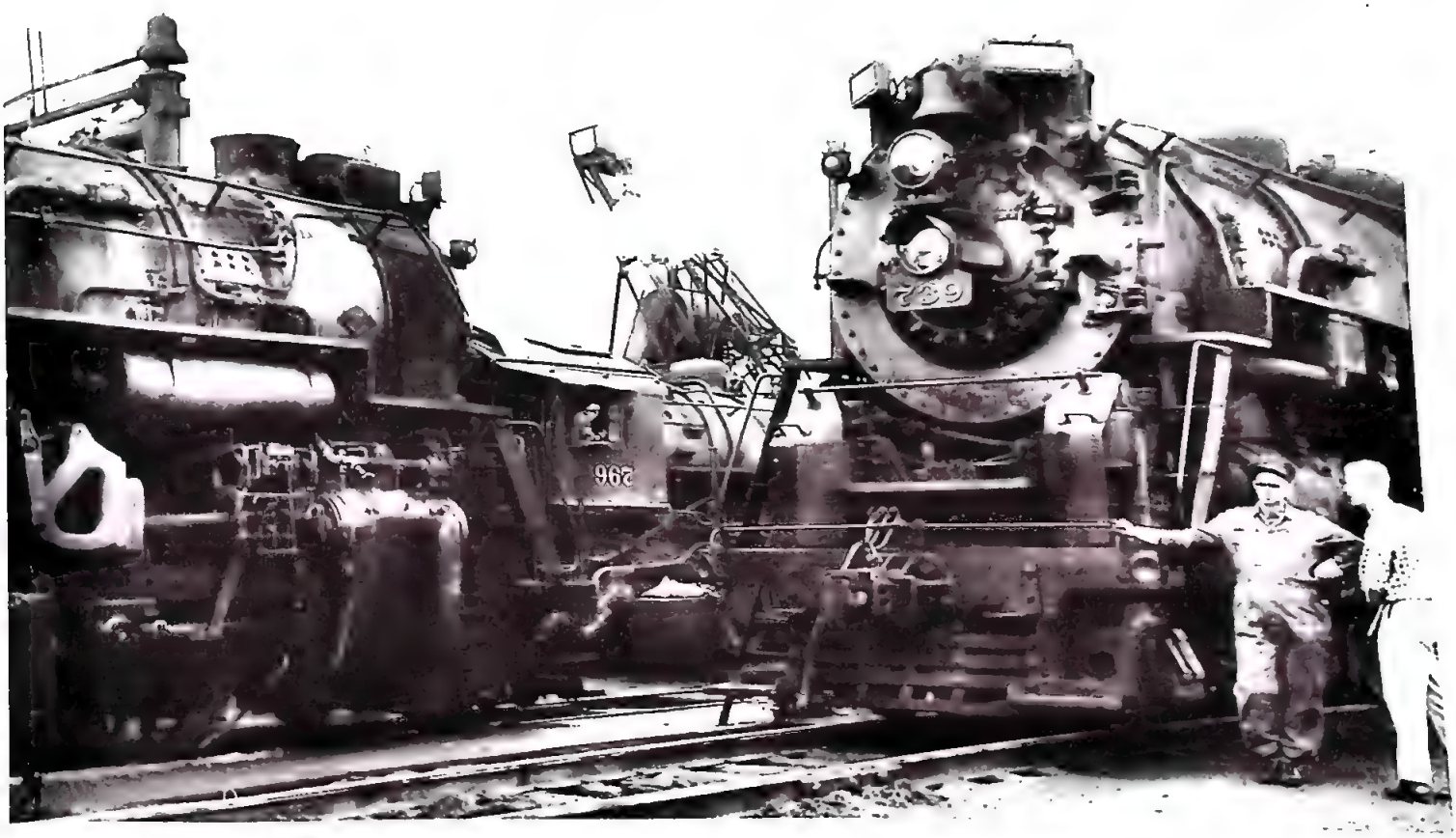
Meyer didn't photograph in large terminals very often, but when he did, he had a letter of permission from the rail-

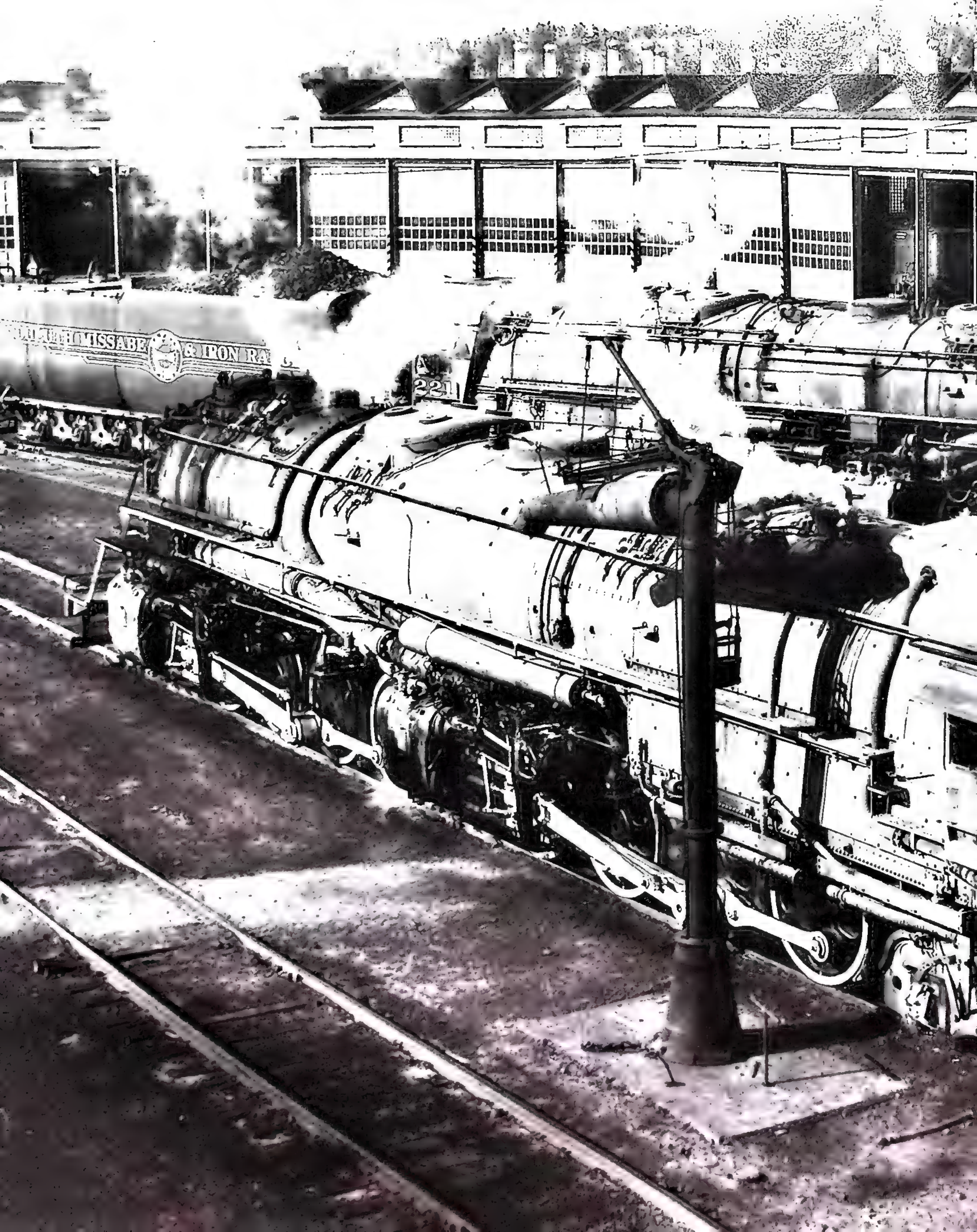
Bruce Meyer



Toledo, Ohio, July 3, 1956: The beauty is in the details, which Meyer loves to photograph, as on this Baltimore & Ohio Q-4 class Baldwin 2-8-2.

Bellevue, Ohio, May 12, 1957: Boyhood buddy and future publisher Bob Hundman (right) chats with an NKP man among 2-8-4's and a 2-8-2.





road. "In the late 1950's, I would write the IC once a year and they would give me a year-long permit. I would just go into the roundhouse foreman's office, show him the letter, and he would say go and get your photos. You can't do that today."

Most of his steam work in the '50's was in the Midwest and East. "I got almost everywhere [there was steam] except west of the little Bevier & Southern in northeastern Missouri." Not until the fantrip era would he get west of Bevier to photograph steam.

"When [Burlington 4-8-4] 5632 came to Kansas City, I was working there [for EMD] on new Santa Fe GP20's, so I got pictures of it. I also got [CB&Q 2-8-2] 4947 in Colorado when it was running trips out of Denver; I was working on the Rio Grande at that time." He photographed the D&RGW narrow-gauge on vacations in the early 1960's.

Meyer learned photography simply by doing it and reading a few books. "I still use 1960's cameras. I have three Rolleiflexes for black-and-white; they've all been recently repaired. I dropped one in China and one in New Delhi; the other one broke in some other way. For color, I use an old 35mm Beseler Topcon. It is wearing out, however, and I need to get another used camera. I have bought new cameras only once, in 1965: a Rolleiflex and a 35mm."

He prefers to photograph, not ride, steam locomotives, but he did have a memorable ride on the Duluth, Missabe & Iron Range in Minnesota in 1960. "I was working on the delivery of the SD18's to the Missabe, an early assignment for EMD, so I got to ride out to a mine and back on 2-8-8-4 227.

"That SD18 assignment was the best I had. After the new diesel would arrive in Proctor, the older EMD serviceman assigned to the shop would get it ready. I was the new, young-punk serviceman at that time. My job was to ride the new diesel on its first trip, plus other trips if there was a problem. Each first run was a night round trip to pick up taconite ore. When I got back to Proctor, I was usually done until the next evening. From mid-April to late May in 1960, the Missabe used 2-8-8-4's to the mines and also had a 2-8-0 and 2-8-2 active, so dur-

Proctor, Minn., June 15, 1959: In between SD18 break-in assignments, there was always time to shoot Missabe Road's big Yellowstone 2-8-8-4's.

Elizabeth, Ill., February 8, 1967: EMD's test train waits in a siding for Chicago Great Western manifest 143 to pass; today the depot is a museum.

Griswold, Manitoba, June 22, 1959: Steam drew Meyer and his friends across the border; this is Canadian Pacific 4-6-2 2393 on a westbound.

ing the day I would shoot steam. I lost a little sleep during that assignment."

Meyer also spent time in Colorado riding new GP30's and GP35's on the Rio Grande out of Denver, to Bond, Colo. "It was a wonderful place to work. I was there for the first trip of an F7 electrically m.u.'ed with a Krauss-Maffei diesel-hydraulic, and I had a picture of the train published in TRAINS. A good friend on the Rio Grande, electrical engineer Frank Robinson, designed the electrical control circuits to replace the

Staples, Minn., September 3, 1956: Everyday Northern Pacific steam had only 16 months left when this Q-4 class Pacific was being serviced.

hydraulic control system on the first six Krauss-Maffei locomotives, so that they could m.u. with U.S. diesels.

"We also delivered GP30's and GP35's to the GM&O, and I spent a lot of time on Alto Pass in southern Illinois. A couple of times I was walking alongside the locomotive as we were going uphill with a heavy train watching the wheels slip. That's when the higher-horsepower units were first in service, and the wheel-slip systems were pretty crude. We were just learning."

After working in the service department, Meyer moved to EMD's engineering department in 1966 as an electrical engineer. "The biggest thing I was involved in during the 1970's was the development of what we called the 'super series' wheel-slip system."

His next EMD career stop, beginning about 1980, was in engineering management. He then spent two years in Canada as director of engineering, transferred back to Illinois, and finished up running special projects.

The demise of steam in the U.S. hasn't stopped Meyer from searching it out —he's been to Poland twice, China twice, Germany several times, and hopes to go to China one more time, in March 2003, because finally, mainline steam there is disappearing fast.

Meyer doesn't just travel to find steam; he also goes out locally, just for the fun. "I don't enlarge any of the new photos, except to check the camera. Bill Darnaby, John Szwajkart, and I try to get out once every couple of weeks, spending the whole day at a location or covering a line such as the I&M Rail Link [recently sold to the Iowa, Chicago & Eastern, a new affiliate of Dakota Minnesota & Eastern]. I have never regretted taking a picture, even if I never used it, but I wish I'd taken more pictures of freight cars for modeling, especially with the emphasis on freight cars these days," Meyer says.

He missed some subjects, but in general, covered well many of the last fleets of steam locomotives. "If you want to build a Y3, Y4, Y5, Y6, Y6b, I can give you detail shots of every inch around those locomotives," Meyer says. His archive is a superb record of the historic transition of the 1950's and 1960's, and serves model railroaders and magazine readers equally well. ■

Railroading in a foreign tongue

By Dan Sabin

I had a great job on CP's Quebec Division, but hadn't counted on having to master French

CP FREIGHT EAST OF RICHFORD, VT., SEPTEMBER 1983; THOMAS J. POST PHOTO

AS A MEMBER of a solid Rock Island family in Manly, Iowa, I worked through high school for the railroad as a telegraph operator, and through college as a dispatcher from August 1968 until December 1977. I hated to leave the Rock Island, but its future did not seem very bright and I wanted to make a career in railroading. I decided to look elsewhere, hoping to land someplace more stable when I finished school that December.

In October, after also interviewing with Amtrak and Santa Fe, I instead accepted a position with Canadian Pacific. CP had two "Yankee" assistant superintendent territories

CP Rail

Région de l'Atlantique
Divisions de Québec et de Montréal
Chemin de fer Québec Central

Atlantic Region
Quebec and Montreal Divisions
Quebec Central Railway

Indicateur

Time Table

24

Entrant en vigueur à
0300 heure avancée de l'Est,
le dimanche 29 avril 1979.

Normes régissantes.
heure avancée de l'Est entrant en vigueur à
0300 le dimanche 29 avril 1979 et
heure normale de l'Est entrant en vigueur à
0100 le dimanche 28 octobre 1979 et
heure avancée de l'Est entrant en vigueur à
0200 le dimanche 27 avril 1980.

L'indicateur sert simplement à informer
et à guider le personnel.

Soyez un cheminot **prudent**

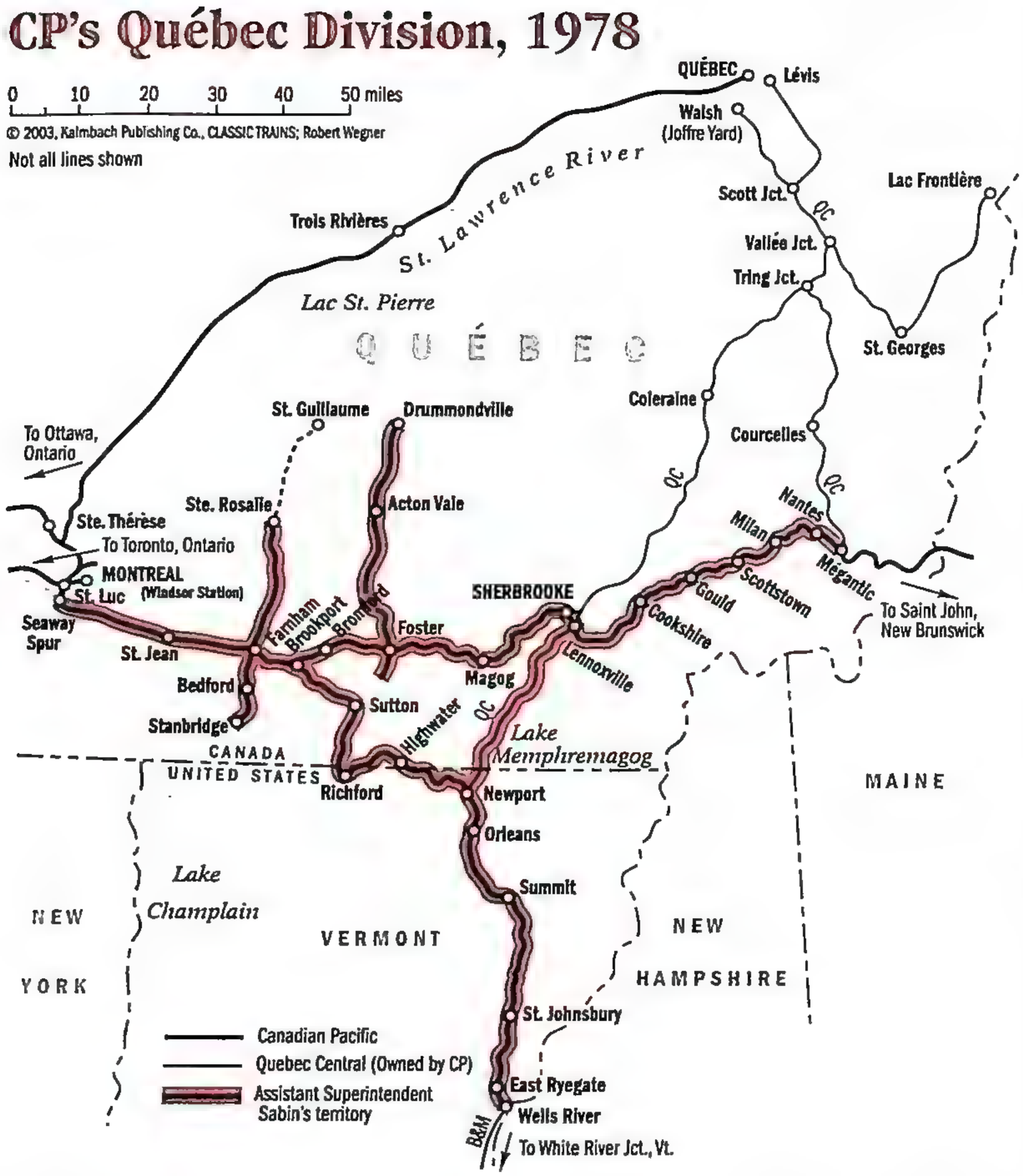
Taking Effect at
0300 Eastern Daylight Saving Time,
Sunday April 29, 1979.

Governed by:
Eastern Daylight Saving Time beginning at
0200 Sunday April 29, 1979 and by
Eastern Standard Time beginning at
0100 Sunday October 28, 1979 and by
Eastern Daylight Saving Time beginning at
0200 Sunday April 27, 1980.

For the Information and Guidance
of Employees Only.

Be a **Safe** Railroader

G. E. BENOIT
Vice-président / Vice-President
J. G. JOANNETTE
Vice-président adjoint/Assistant Vice-President
Directeur général, Exploitation et entretien / General Manager
J. B. CHABOT
Surintendant / Superintendent
C. H. M...



on its international lines, one on the Saint John Division at Brownville Junction, Maine, and one on the Quebec Division at Newport, Vt. I would begin on January 1, 1978, as a trainmaster, then take over three months later as assistant superintendent when the incumbent retired on April 1.

For someone just out of college and with no true management experience, it seemed like a great career move. Further, making the jump on a Canadian railway seemed like a rare opportunity. On any U.S. road, it would take at least 10 years to work up to the assistant superintendent level.

I left El Reno, Okla., two days after school ended and arrived on the job in the middle of a heavy New England-Quebec winter. I was assigned to the Quebec Division, headquartered at Sherbrooke. The division ran from roughly the outskirts of Montreal east to Mégantic, Que., and northeast to Quebec City, and also included the subsidiary Quebec Central Railway, which ran from Quebec City south through Sherbrooke and into Vermont.

The division consisted of three districts, each with an assistant superintendent: one at Trois-Rivières, Que., on the Montreal-Quebec line; one at Sherbrooke; and one at Newport, Vt. Superintendent Vic Rivest had just transferred to the Quebec Division the same day, promoted from Deputy Superintendent on the Montreal Division.

My territory would be CP's Vermont lines, the Quebec Central from Newport to Lennoxville, Que.; CP's Atlantic main line from the St. Lawrence River at Montreal to Foster, Que., and three branches, the Drummondville, Ste.-Guillaume, and Stanbridge Subdivisions.

With train-order operation, passenger trains, GM and Alco "covered wagon" diesels, kerosene switch lamps and caboose markers, and old-time round train-order hoop[illegible] operation was like stepping back into the late 1940's. At Orleans, Vt., the Ethan Allen firm still loaded its expensive furniture in the same 40-foot boxcars that might've brought oats into the Blue Seal Feeds plant at Richford a day or two before.

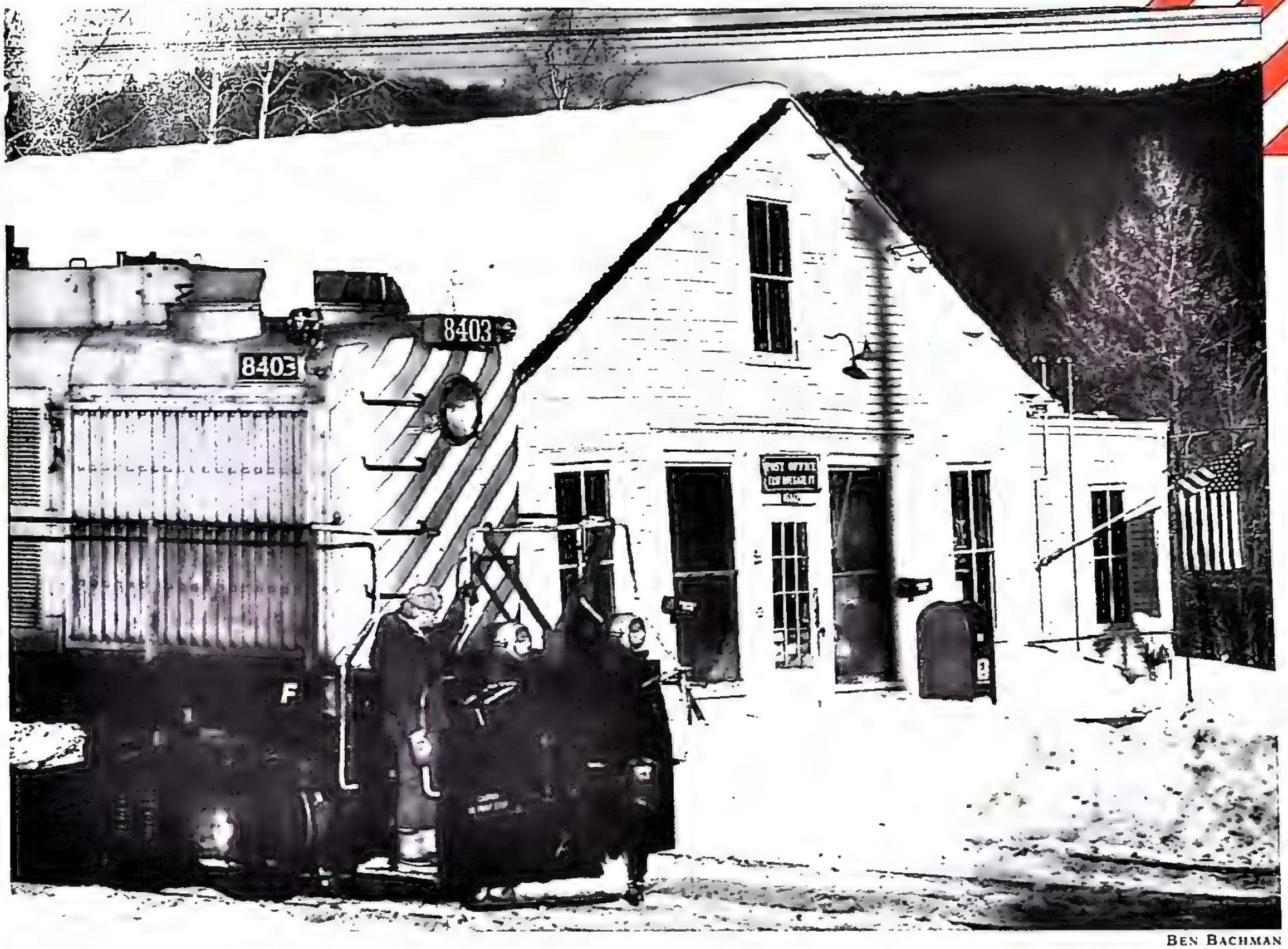
Passenger service included the vest-pocket streamliner *Atlantic Limited*, trains 40 and 41, on the main line between Montreal and Saint John, N.B., and one commuter train between Montreal and Farnham, Que., whose two or three Budd RDC's would regularly hit well over 80 mph on the flats between Versailles and Iberville. Each *Atlantic Limited* set had one of CP's two remaining E8's (the only ones in Canada), a baggage car, one or two coaches, a Skyline dome-café car, and a sleeper.

My office was in the Newport freight house, an ancient two-story wooden CP maroon structure that seemed to lack only beaver pelts tacked on the wall and a sign saying "Hudson's Bay Company." The view outside the window was the beautiful international Lake Memphramegog, shadowed by Owl's Head Mountain, which was over the border in Quebec about 4 miles away.

The superintendent pretty much left me to run the territory, and I quickly realized what a great job I had, and for pretty good pay, too. The geography was like stepping into a postcard. The Quebec Division shared a business car, heavyweight BC-15 with an enclosed solarium lounge, with the Montreal Division, and we were expected to use it, especially to entertain Customs and Immigration officers from both sides of the international border.

By the end of my second week, I had already made two round trips between Newport and St. Luc Yard in Montreal on freights 904 and 937, one trip south to White River Junction, Vt., and a round trip over the QC to Sherbrooke. A week later, I rode an unusual detour of the *Atlantic Limited*, from Sherbrooke to Farnham via the QC to Newport, and then back on the main line at Brookport, Que., after we turned the E8 on the Newport turntable. Freight 908 had derailed a dozen cars just east of Foster, so I rode the cushions over the freight-only lines, then hitched a ride to Foster to ride the St. Luc auxiliary (wreck train) back to Montreal when the line was reopened 36 hours later.

The St. Luc-based crews worked in a pool in short turnaround service to Farnham, on international trains to Newport, and on one assigned job between St. Luc and Sherbrooke. The Farnham crew base worked all the



BEN BACHMAN

CP 8403, one of five 1949 Schenectady-built RS2's kept on its Vermont line, rolls a southbound local past East Ryegate, Vt., post office.

yard switchers and wayfreights in every direction out of Farnham to Newport, Seaway Spur, Bedford, Ste. Rosalie Junction, and Drummondville, plus the pool from Farnham east to Mégantic. Montreal-based crews worked the *Atlantic Limited* to Mégantic, while Farnham-based crews worked the commuter RDC to Montreal's Windsor Station.

Trouble in paradise

There was only one thing I hadn't reckoned with before arriving in this paradise: Most of the operation was conducted in French. When I had interviewed for the job in September 1977, all of the operations in Quebec, including train dispatching, were officially conducted in English. With the time change of spring 1978, however, only a week or so after I became assistant superintendent, the first bilingual timetable was issued for the Quebec Division and all train orders began to be issued in both languages. Quebec Provincial Bill 101 now required the railways to allow Quebec employees to work exclusively in French. At first I learned some of the language by reading bilingual signs along the road, but that aid lasted just a few weeks. By spring 1978, all English-language signs in the province were removed or painted over, and tensions were mounting over the language issue.

I had just turned 25, making me possibly the youngest assistant superintendent on the entire CP—maybe in all of North America. I had never been in management, and the only French word I knew was Chevrolet. As Steve Martin once said, "Boy, those French have a different word for everything!"

I was scared to death one morning when I saw a huge, white warning sign near the construction of the Autoroute near Deauville. Among many lines outlined in red, I picked out the words *à la radio*, *explosif*, and *dynamiteur*. Just then I heard Newport call the yard crew on the radio, and I visualized setting off a major explosion with my vehicle at the epicenter.

My predecessor, Don Higman, was a jolly old-timer who started with CP as a brakeman before World War I in Galt, Ontario, and was anxious to retire. He had spent the last 13 years in Newport and about 10 years before that in Brownville Junction and Saint John. He was nearly 65, and the fire had left his belly decades ago. He was a likeable guy, yet pretty inflexible, and he would not have attempted to speak French to save his life. Higman had little good to say about the French, and I could see that he'd never put any effort into the language issue.

On the other hand, I quickly realized the only way I would survive in Quebec was to try my hardest to learn the language, and to show some respect for the language and cultural issues that were so important to the people.

One morning at breakfast in a small diner in Rock Forest, Que., Higman ordered bacon and eggs, in English and with a rather condescending tone to the waitress. He emphasized, almost sarcastically, that he wanted his bacon

crisp, the eggs over-easy, and his toast lightly buttered. After he ordered, I nervously read a few of words in French off the menu, struggling like a dyslectic pre-schooler but doing the best I could. All I could do was hope that whatever I ordered would be something for breakfast and that I did not insult the waitress. She watched me with confused interest and patiently wrote on her order pad, while occasionally glancing daggers at Higman who was by now poring over his copy of the *Montreal Gazette* and slurping down his coffee. When I

THOMAS J. POST

After tending a switch, a crewman climbs aboard C424 4232 at Newport, Vt., in 1985, when CP still used white flags on non-timetabled trains.

finished ordering, she smiled, kind of winked, and turned away.

A few minutes later, my mate grumpily folded his paper as the waitress brought our plates. In front of Higman she slammed down a strange platter of cold liver, applesauce, and stewed tomatoes. He quietly fumed while I enjoyed my warm plate of *jambon avec des oeufs pocher et patates frites*. That was not exactly what I thought I'd ordered, but it was sure a great breakfast.

Crash course over Molsons

I cursed myself for having scoffed at the concept of taking French in high school back in Iowa. After all, I was going to be a train dispatcher and did not need to waste time with "sissy classes" like French or Spanish. Now faced with the critical need to speak and understand the language, I tried hard to absorb all the French I could, as quickly as possible. Even the other managers on the division were seemingly insensitive to my position. I attended several staff meetings at division headquarters, and over a period of hours, usually the only English I heard was when they asked me if I was ready to go eat.

During a weeklong regional labor-relations class at the CP hotel at Mirabel, Que., other supervisors took me under their wing and decided to get me properly into the language. Most of them held positions at St. Luc yard or shop and had worked with my new boss, Vic Rivest, when he was on the Montreal Division. Determined to help me put my best foot forward, they taught me various French greetings and phrases. They were patient, yet persistent, and had me repeat the pronunciation of each word carefully. I would say a phrase in English that I wanted to use, and they would provide the French equivalent.

Knowing they were trying to help, I practiced diligently over the many Molsons and Labatts we consumed during evenings after class. It was especially touching to me, since they were all considerably older than I, but I outranked all of them in the pecking order of the company. I really appreciated their extra effort toward me and looked forward to conversing with my new boss in his mother tongue.

When I returned to Newport, I called the Super first thing Monday morning. Without hesitation or pause, and with what I believed to be perfect French, I laid out my best version of several phrases they had taught me throughout the week. Following a long silence, Rivest's deep bellowing voice

BEN BACHMAN

Bilingual sign frames CP RS18 at Newport. Once in Quebec, English speakers were on their own.

from Foster to Mégantic, was good at ducking such duty, so I would have to cover his territory as well as my own.

I had to ride 908 out of Montreal one afternoon to Mégantic to hand off an expensive high-wide load to the Saint John Division. We had five worn-out C424's and a long, heavy train. The Sherbrooke Subdivision had 13 scheduled trains, including first-, second-, and third-class, all in non-signaled territory. The dispatcher cleared us with 14 orders out of Farnham, but 908 was superior to everything out there except for passenger trains. At Sherbrooke, we picked up more loads and additional orders and headed east into the night, facing some pretty stiff grades and sub-zero temperatures. Radio coverage was poor east of Cookshire, and the aging 4200-class Montreal-built Alcos were slipping quite a bit on wet rail. As the trip progressed, we kept moving, but I was getting nervous with the schedule time on No. 40, the eastbound *Atlantic Limited*, closing in behind us.

Somewhere between Gould and Scottstown there was some garbled radio noise, and I thought I heard the operator at Mégantic saying that the yard was full and 908 had to either continue east of Mégantic to clear 40, or get in the clear at Nantes, the last

Freight 918 picks up cars at Sherbrooke, headquarters of CP's Quebec Division, in July 1978.

TWO PHOTOS, DAN SABIN

Sturdy, solarium-equipped No. 15, seen at Newport, was the Quebec Division's business car.

siding before Mégantic. We were probably too long to fit at Nantes, but since the pick-up at Sherbrooke, we did not know our exact train length.

With a crew change coming at Mégantic and no idea what the Saint John dispatcher had for orders east of that terminal, we were in a bit of a jam. If we stopped at the west switch to head in at Nantes, we probably would not be able to get the train started again on the grade. We would certainly have to double the train over, which could smack 40's timekeeping pretty bad. If we stayed on the main at Nantes, however, we could at least clear the west switch and get 40 by us with the least possible delay. He could run though the siding, and then if need be, we'd back up to let him proceed out of the siding.

I asked the engineer to try 40 on the radio. No answer. I then instructed him to tell our conductor to have the flagman drop off the van (caboose) at Milan, flag down 40, tell them of our plan, and ride 40 into Mégantic. He obediently called the van on the radio, in French. There was clearly some arguing in the conversation. I asked him what was wrong. He hesitated and said, "The flagman doesn't want to get off at Milan because he's afraid of bears. He said he would throw fusees off of the back of the van."

I couldn't believe it. The concept of a passenger train rear-ending 908 on my watch was not something I wished to experience. "Tell that bastard to stuff the fusees in his pockets and bail off that van before we get run over by number 40!" I barked.

The engineer called the van again. The only word I caught was "*bâtard*," with a strong French accent on the second syllable. Within 20 minutes, our head brakeman had the east siding switch at Nantes lined and locked in reverse, and I watched our flagman shaking his fist at our engineer from the open cab door of the E unit on 40 when it passed us on the siding. By the time we reached Mégantic and completed the crew change and roll-by inspection, my flagman friend was tied up and well into his first mug of suds. Two hours later, I was passed out from exhaustion on the cushions of the *Atlantic Limited* back west to Montreal.

The numbers game

CP worked hard on the Atlantic Region to comply with the new language laws and had a substantial department devoted to the matter. My counterpart assistant super from Trois-Rivières, Ray O'Meara, was transferred to headquarters to deal solely with the language issue. I quickly realized, however, that the French spoken on the railroad was not pure, but rather a type of mixed colloquial Quebec French that was often referred to as "Franglais." I also realized that the lexicon provided by the language experts at Windsor Station for proper conversion of railroad terms, written in the purest levels of proper European French, had little attachment to the real world of Quebec train operations. For example, at a derailment one night, the conductor called his brakeman to bring down the "buffer car" to couple into the auxiliary crane. He did not use the official lexicon term *wagon de tampon*.

Since such a large part of radio and other railroad communication is done in numbers, I went down to North Country Community High School at Newport and asked to hire a teacher to teach me to count to 100 in French. It took a few weeks, but with constant review of my crib sheets and listening to my tapes, I began to distinguish the numbers spoken in French on the train radio. It was difficult for me, because French is not straightforward when you have to mindfully interpret everything back into English. For example, if a crew conversed to engine 8792, in my interpretation of the language, the French words for 8792 would, in essence, say "four times 20 plus seven, four times 20 plus 12." At the same time, I was terrified to embarrass myself by attempting to speak French to the crews, with as little ability as I had. For the first time in my life, I did more listening than speaking.

Finally, one morning at about 2:30, I was en route to St. Luc yard to ride 908 to Mégantic with another high-value shipment, driving through the mountains between Magog and Bromont. The Sherbrooke Sub was always busy at night, but there seemed to be an unusually heavy amount of extra radio

BEN BACHMAN

A mitten-wearing crewman heads for his RS18 cab at the Richford (Vt.) depot; the wooded hillside beyond the other crewmen is in Canada.

chatter. It was just a long string of voices in a foreign language, but then, all of a sudden I realized I was actually picking up some of it. I started listening more carefully and turned up the radio.

I heard a crew member say something like, ". . . *bla-bla-bla neuf-cinquante-deux appel facultatif quatre-vingt-sept quatre-vingt-dix-sept ouest bla-bla-bla la drawbar à Foster.*"

Wait a minute! He's saying, ". . . bla-bla-bla 952 calling Extra 8797 West, we have a drawbar pulled out at Foster!" I pulled off the Autoroute at the Waterloo-Foster *sortie* (exit) and headed south toward the village of Foster.

Without realizing what I was doing, I grabbed the radio microphone and called out *"Surintendent-adjoint Sabin appel le neuf-cinquante-deux, ou est vous?"* I caught myself asking 952 his location . . . in French!

A voice returned in broken English, "Monsieur Sabin, ees dat ewe?" It was the engineer on train 952 responding to my call.

"Oui, ou est vous?"

He responded in English. "We are just west of the station at Foster, with a drawbar."

"I'll be right there."

In a few minutes, I saw a figure with a lantern at the crossing at Foster, and recognized the Farnham-based head trainman. He was a cheerful, willingly bilingual chap and a good railroader. I rolled down the window and greeted him. "Andre, can I help you get the train put back together?"

"No, thanks just the same, Mr. Sabin. We just finished setting the car over on the east leg of the wye and we're back on our train. We rolled what's left of the drawhead outside the rail and we're just waiting for the air to recover."

I jumped out of the car and walked down the track to the head end, climbing up the steep steps of CP 4243, one of the many C424's our division had. I recognized the engineer, a slight, arrogant, red-headed man who was also local chairman of the BLE and had never once said a word to me in English. In fact, he just always said, *"Français, s'il vous plaît,"* whenever I spoke to him, meaning "French, please."

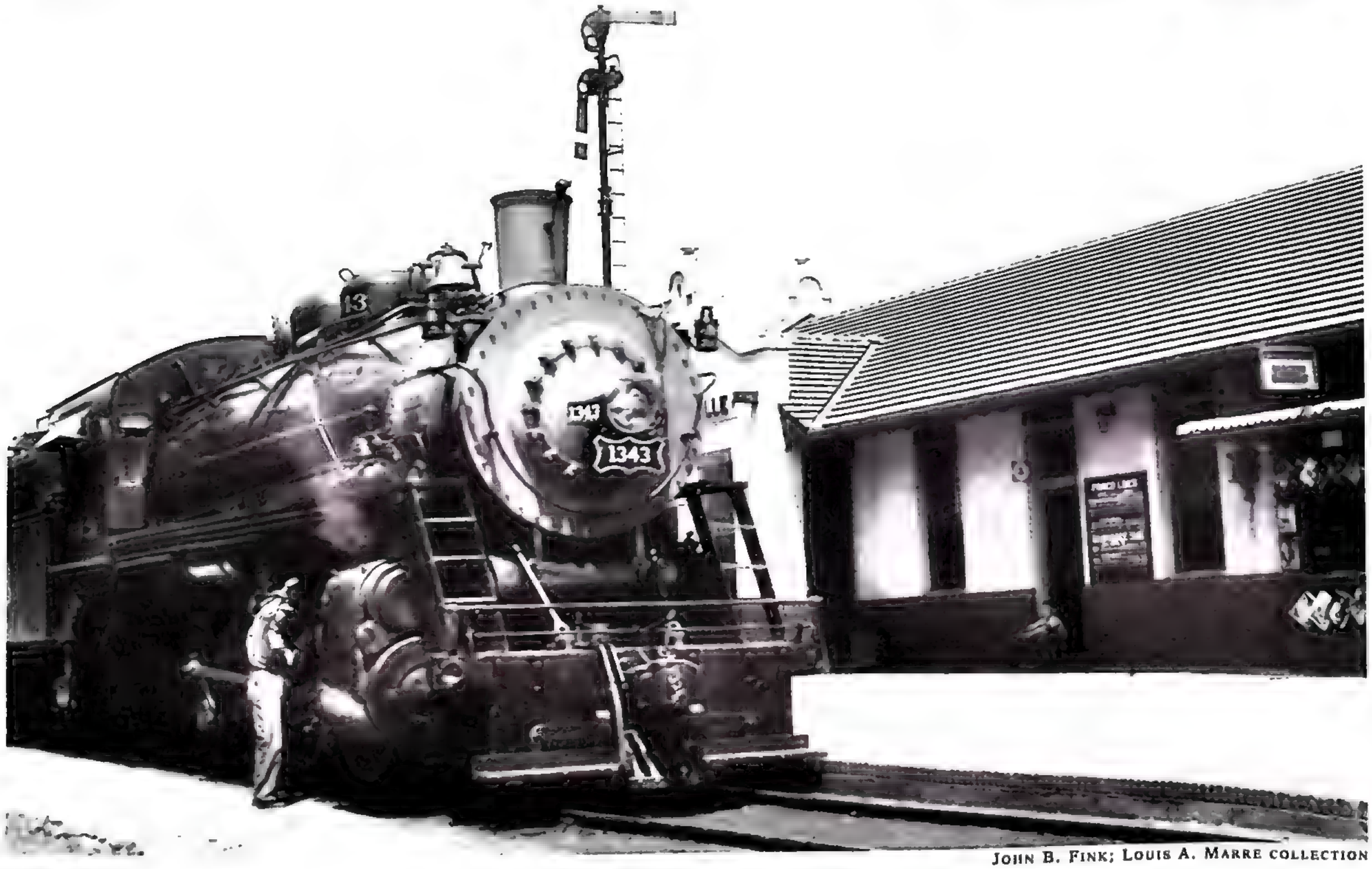
When he saw me enter the cab, he jumped up, flew around the control stand, and met me near the head brakeman's seat, clearly in a panic. He grabbed my hand with both of his, and began stuttering and stammering like he'd just seen a ghost.

"Monsieur Sabin, I am sooo sorry for all dose tings I said about you. I deed not know that you could understand Français."

I was taken by surprise at his "newfound" ability to speak English and the obvious fear in his eyes. I paused for a second, lifted my shoulders up, and said, "Let me see your train orders, and see to it this insubordination never happens again!" I skimmed the orders to see that he had enough time to get to the siding at Landers or Shanks for the westbound *Atlantic Limited*. I then turned and climbed down the steps.

As I returned to my car, I again realized what a great job I had.

J. H. Westbay; Louis A. Marre collection



John B. Fink; Louis A. Marre collection

Frisco folks

TWO PHOTOGRAPHS from long ago show us the proud St. Louis-San Francisco Railway and its people. At the top, the repair-in-place tracks at Hugo, Okla., are operating at capacity in the summer of 1908. The cars are mainly of wood construction, and the services of no fewer than 10 servants of the Company (and perhaps more, not visible here) are required to keep them in good order. The narrow-gauge track in the center of the photo is used to transport materials to the work sites. This is state-of-the-art car maintenance in the first decade of the previous century.

At the bottom, on a blistering July 21, 1939, at Fayetteville, Ark., the engineer of Frisco 2-8-0 1343, suited in blue denim and armed with the regulation long-spouted oilcan, is ministering to the needs of his steed. The depot train bulletin board lists not only the trains of the Central Division upon which the 1343 stands, but also the Muskogee Subdivision —a branch line to the west that will be taken up two years hence. The young man in roller skates, cooling off in the shade of the waiting room door, is taking in the scene, doubtless impressed by the glitter of a Frisco oil-burner in customary immaculate condition, red coonskin number plate and all.

I would gladly have skated to the Fort Smith (Ark.) roundhouse, the home of 1343 and located not far from my own boyhood house, but I will have to be pardoned for this particular date, as I was just one day old.—*Louis A. Marre*

Long Island's lovable double-deckers

Not everyone loved them—and they weren't really double-deck—but the unique clan of commuter cars will never be forgotten

By Mike Boland

THEIR SIZE AND LENGTH were overwhelming. The big balloon roof with headlights and portholes at each end was always a pleasant sight. The two rows of paired windows staggered along the car side always seemed to disappear in the distance. With illuminated numberboards in the headlight housings—no other Long Island Rail Road electric multiple-unit car had this feature—you always knew which car you were looking at. And I appreciated the little touches, like the equipment trust plate in the upper corner of each car and the upper-level window guard bars to prevent passengers from placing their arms outside the car. That's how I remember Long Island's double-deckers.

The funny thing was that they weren't really double-deckers at all, though everyone called them that. Their staggered, two-tier seating configuration was unique in the U.S., having been created and patented by Albert E. Hutt of New York in 1928. Both the upper and lower levels of seats were reached from a single center aisle, which was two steps (about 14 inches) above the lower level and the same distance below the upper level. Ramps at each end of the aisle descended to standard vestibules. Each tier had pairs of fixed seats facing each other, and each group of four seats had a double window. Seating from 120 to 132 passengers, the double-deckers were an effort to increase capacity on the Long Island's busy third-rail electric lines into

FRANK ZAIS

Pennsylvania Station, New York.

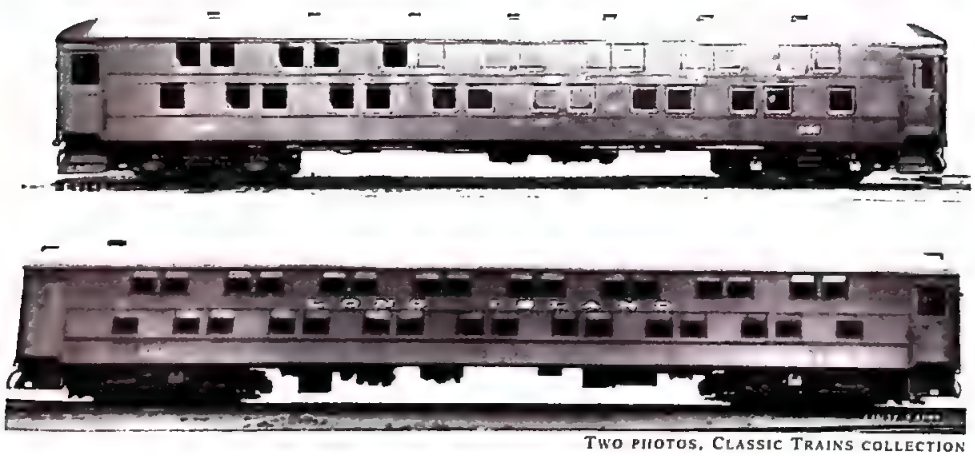
The Pennsylvania Railroad—Long Island's parent from 1900 to 1966—built three prototype double-deckers at its Altoona (Pa.) shops in the 1930's. In addition to their odd seating arrangement, they were built of aluminum to save weight. By the time LIRR decided to acquire a fleet of double-deckers, though, World War II had put such projects on hold. When aluminum and other materials became available for civilian use again, PRR built 60 double-deckers during 1947-49, just before I was born. It's now three decades after they were removed from service, but I still miss all 63 of them.

Car 1306—its tinted, sealed windows identifying it as a late 1960's rebuild—leads a Babylon train out of Jamaica in March 1971. Circular "Dashing Dan" logos are at each end above the stripe.

Hooked for life

I probably saw my first double-decker in Far Rockaway, Queens, from the apartment house in which I lived with my family during the early 1950's. It overlooked the elevated LIRR station, and that's how I got hooked on trains . . . and the double-deckers. What a sight it was to see a solid consist of them rolling along the Rockaway Peninsula, 25 feet above the ground on a 5-mile-long concrete viaduct.

I was just a small boy then, but I wondered if the passengers enjoyed the view, especially during the summer. The double-deckers' air-conditioning



Two photos, Classic Trains collection

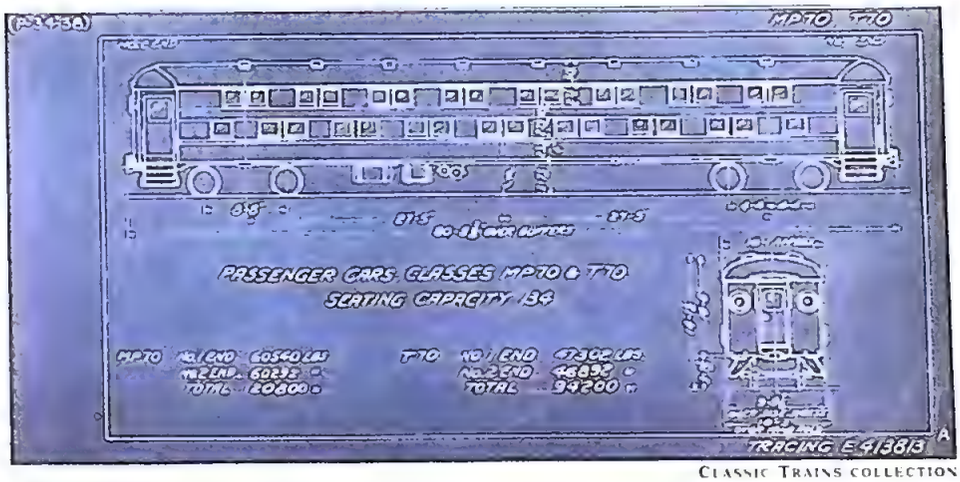
Prototype 200 (left) of 1932 differed from all its sisters in being just 72 feet long and lacking both motors and controls; this first double-decker is also the last, preserved at the Railroad Museum of Long Island, Riverhead. No. 205 (lower left), an early postwar car, shows off the double-deckers' standard 80-foot, 8¾-inch length.

left something to be desired, so I wonder if anyone ever opened a window to get a whiff of the nearby ocean. Had I been able to, I would have ridden the vestibule of the last car, for in those days the end door of the last car of just about every LIRR M.U. train would be open in hot weather to cool the train. You could stand there on your own private observation platform and feel the warmth of the sun while enjoying the scents of creosote, traction motors, brakeshoes, and salt air. At the Beach 98th Street station, the aroma became mixed with cotton candy, saltwater taffy, and popcorn from Playland, the nearby amusement park with its calliope and wooden roller coaster providing sounds as pleasurable as the ocean waves crashing three blocks away.

My first ride on a double-decker came on a trip to the 1964-65 New York World's Fair. When the New York Mets moved to Shea Stadium in Flushing from the Polo Grounds in 1964, it was even better for me, since the World's Fair station also served Shea. After Mets games, I always led the charge through the train to find the nearest

GENE COLLORA

HENRY RAUDENBUSH



CLASSIC TRAINS COLLECTION

Sporting orange ends for better visibility, car 1328 heads east out of Jamaica station in October 1958. The two-tone gray livery designed by Lester Tichy was author Boland's favorite.

An interior view of a rebuilt car (top) shows the double-deckers' unique up-down seating arrangement, while a blueprint for the two 1937 cars notes a capacity of 134, not the actual 132.

double-decker and then either step up or down to find seats. When you found seats for four, it was like sitting in a luncheonette booth with no table. It made conversation with friends easier, although when you sat with strangers, they avoided eye-to-eye contact. It was good practice for riding the subways.

For this Mets fan, half my fun was riding the double-deckers to Shea. Late one weekend afternoon after a game, I landed in the first car, so I walked to the front. The vestibule door behind the engineer was usually closed, and most times a green curtain was pulled down over the window to prevent railfan eyes like mine from watching. Other times, the door would be open and the canvas hung from the top of the frame. As I got to the door this time, I was in for a surprise: closed door but no curtain!

The next 15 minutes were spent in fascination as I watched the engineer handle our train. I can still hear the low, steady drone of the double-decker gearing as the Westinghouse motors slowly accelerated. The whining got higher and higher as the train gained speed. I was fascinated by the green "MAS" indication of the cab signal—it looked like a miniature traffic light—meaning Maximum Authorized Speed. I stayed there until the speed-control whistle sounded and the yellow "30" became illuminated as we began to approach Jamaica station, where we, like so many other LIRR riders, changed trains.

200, 201, 1347, et al

Over the years, I became pretty knowledgeable about double-deckers and began to look for the three prewar experimental cars with their two rows of roof vents. There was No. 200, a nonpowered trailer that also lacked operating controls. Built in 1932, this was the first double-decker. Unfortunately, I never got the chance to ride it. Then there were Nos. 201 and 1347, built as a "bride-and-groom" set in 1937; one car was a control-trailer, the other a control-motor. The pair was separated before my time, and I saw trailer 201 only once, but motor 1347 always seemed to show up and I rode it often.

Although riders at first liked them because they were new, the double-deckers proved to be unpopular with passengers and crews, and subsequent

orders were for longer, single-level cars with 3-2 seating. Yet to my surprise, the Long Island began to rebuild them in 1967. The rebuilds wore orange stripes along the letterboard with large, orange speed lettering at the bottom of the car. They had new tinted, sealed windows, and most of them lacked the road's circular "Dashing Dan" herald, making them easy to spot. Among the rebuilds' interior features were new, more-comfortable seats and improved air-conditioning. Alas, the rebuilding program ended after only 10 cars were done.

Near the end, the double-deckers operated in solid consists of 10 cars, just as they did in their early days. Corrosion of their steel underframe and aluminum carbody via electrolysis would soon force their retirement. I remember being at Valley Stream station late one afternoon when a solid consist went by with motors, ballast, and rails all creating an unforgettable sound on the elevated structure. Control motors, motorized trailers, rebuilt cars, cars with stripes, cars without stripes, a prewar car, cars with Dashing Dan heralds, cars without Dashing Dan heralds, the lone car painted in MTA white and blue —the double-deckers' entire history passed before me in a few short seconds. And just like that, they were gone.

In January '71, just over a year before their retirement, a solid train of double-deckers looks like a long, thin apartment building at Jamaica.

Bound for Long Beach, four double-deckers and a 1950's single-level car cross the old wooden trestle over Reynolds Channel in February 1968.

It was a moment in time, forever etched in my mind. And the best part was the expression the engineer gave me as he passed. He just glanced at me to see that I was watching his train. I was. We made eye contact for a split second and then he looked back to the track ahead of him. He knew I liked what I saw. He didn't know I was the double-deckers' biggest fan.

Say it ain't so!

I didn't know about the last run of the double-deckers until it was too late. Rebuild No. 1301 ended it all on the afternoon of February 29, 1972, with a trip from Hempstead to Penn Station. The 1301 was on the west end of the train, and one local television station showed film of the train on its 10 p.m. news. The LIRR said the cars were phased out, but the newspapers were more direct. "The Route of the Dashing Commuter turned into the rout of the double-decker," began one story.

It was a tough article to read, with unkind words about my favorite cars. I had heard the stories that the double-deckers were a bad design and unpopular, but you couldn't convince me. Then again, I never had to collect tickets from the passengers sitting in the lower tier, below the aisle of the car.

F. G. ZAHN

JIM GILLIN

Minutes away from their Penn Station destination, double- and single-deck cars on a Port Washington train pass PRR's Sunnyside Yard in 1955.

Wet aisles could be a problem for those seated on the lower level. Their facing seats earned them the nickname "knee-knockers." And I was no coach-cleaner, either, so maybe those cubicles were tough to clean. But I never heard an engineer complain about how they operated.

As a railfan and a rail commuter, I've ridden a lot of cars over the years on the Long Island Rail Road, but there's has been nothing like the double-deckers. A few years ago I remember hearing talk that there might be an M.U. version of the new, bilevel car now used in LIRR diesel service, but I wasn't worried. I knew it wouldn't happen. And it didn't. I knew there would never be anything like the double-deckers. And there hasn't.

More on our website

A roster of the LIRR's double-deckers is available at our website, www.classictrainsmag.com

JAMES G. LAVAKE

A weekend of

Visiting St. Louis' engine terminals in 1962 enhanced our diesel education

By J. David Ingles • Photos by the author

discovery

JUST WHAT IS A GENERATION GAP, exactly? Twenty-some years ago, in the mid-1970's, a short exchange in the office of TRAINS Editor David P. Morgan among him, Mike Schafer, and me seemed to put the best definition on it, at least in a rail-enthusiast context. Schafer, a man eight years my junior, was an editor in Kalmbach's Books Department; I was TRAINS' Associate Editor. "DPM" was 14 years my senior.

The topic of St. Louis Union Station, and its railroad, the TRRA—Terminal Railroad Association of St. Louis, owned by the trunk-line carriers serving the city—came up. I was telling the story of what I consider one of my all-time best "weekends of discovery," September 29 and 30, 1962, when my friend Dick Wallin and I "made the rounds" of the Gateway City's yards and engine terminals in search of diesels.

One of our first finds that Saturday morning was TRRA SW9 No. 1213 in a fresh coat of red paint at the Bremen Avenue yard in northern St. Louis. The red switcher was a harbinger of a repainting program that would change the face of the city's ubiquitous terminal road.

"I didn't know TRRA diesels were red," remarked the Editor. (He needed to get out more, I reminded him.)

"I didn't know TRRA diesels were ever anything *but* red," said Schafer. "You mean they were something else?"

These kids, I thought. TRRA diesels had been gray, I explained patiently.

Gray TRRA switchers work the yard just east of Union Station while the E's on Illinois Central 201, the *City of New Orleans* connection, rev up as it passes under the 18th Street bridge in departing. Red SW9 1213 was a harbinger of change.

Out of the fog and off TRRA's Merchants Bridge over the Mississippi comes GM&O's *Midnight Special*, passing TRRA's Bremen Avenue yard office. Laying over at Katy's Baden yard is a mixed EMD quartet. The lead F3 of a five-unit Frisco road-unit consist gets sanded at Lindenwood.

Gray for 23 years, in fact, from the road's first SW1's and S1's until TRRA adopted red more than a decade before that conversation in Morgan's office!

Yes, September 29-30 was quite a weekend, soaking up a whopping 11 rolls of 35mm Kodachrome. It was a trek Dick and I would make many times in the following four years, usually as a day trip but sometimes for a weekend.

That September 1962 outing was our first such comprehensive examination of St. Louis' engine terminals. Although Dick is a St. Louis native, he hadn't visited many of those spots since his teenage years, when some roads still ran steam. He'd been attending Millikin University at Decatur, Ill., and after graduating in January 1961, moved 40 miles west to Springfield to begin a job. I'd met Dick in 1958 on a fan trip in Colorado, and came to his neighborhood in February 1962 to attend MacMurray College in Jacksonville, 33 miles west of the capital.

Kansas City has long since bested St. Louis for the "second city" title in U.S. railroading, but in that dieselized-but-pre-merger period, the variety of railroads, and locomotive types, found in the Gateway City was indeed second only to Chicago.

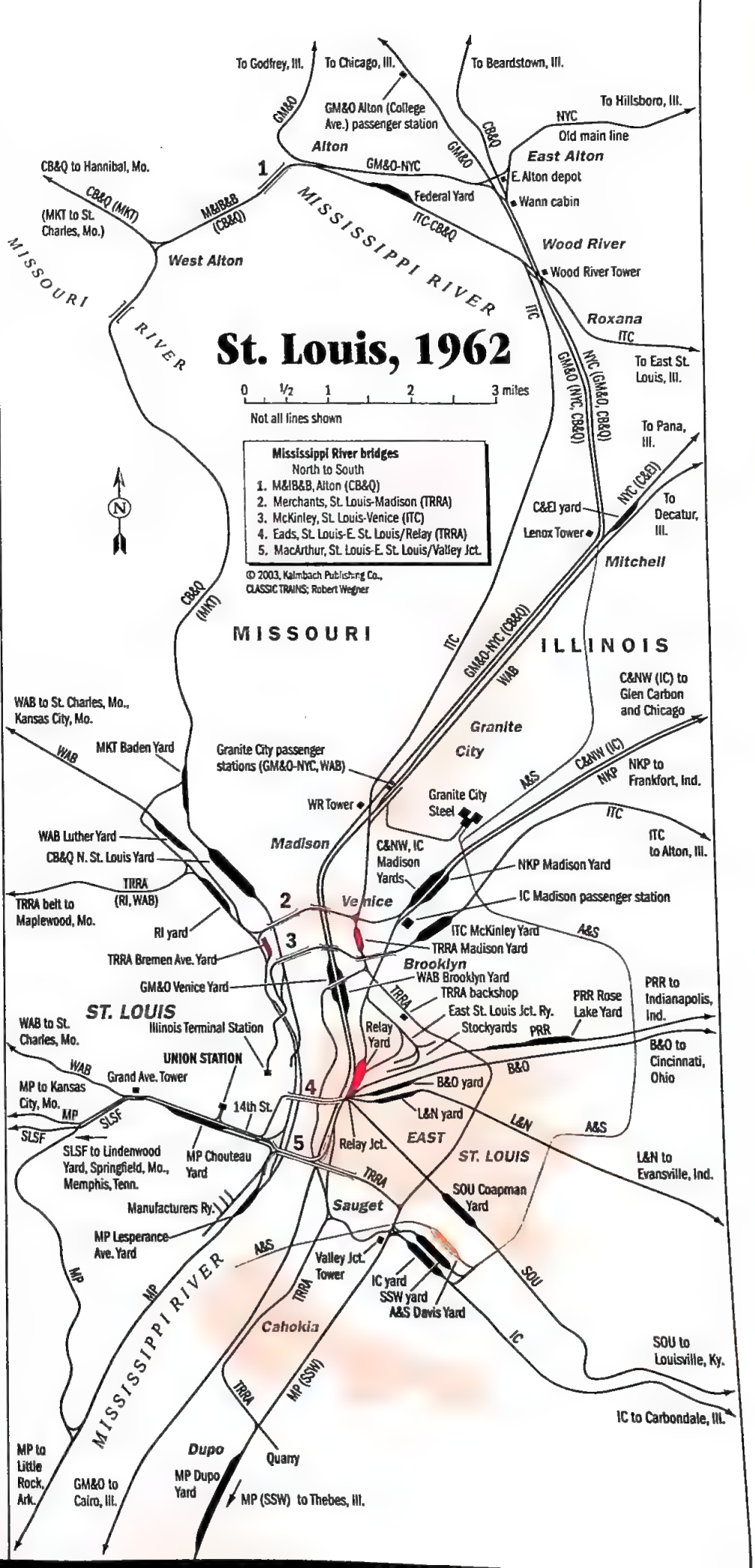
St. Louis boasted 18 trunk lines, 4 switching roads, and several rail industrial operations. A dozen major freight yards and more than a dozen smaller ones provided more than 35 sites (two-thirds of them on the Illinois side) where you could reliably find diesels tied up. In those busy days, we diesel-hunters didn't worry about shooting photos of trains in action—they'd happen along as we went from terminal to terminal with a goal of shooting as many engines, from as many roads, as possible. In those "pre-*Diesel Spotter's Guide*" times, it was all part of our diesel education.

Seeing just about everybody

When the weekend was done and Dick and I were headed back to Springfield, we had hit every big road's facility except Pennsylvania's Rose Lake Yard in East St. Louis. We'd seen locomotives from every common carrier except little Manufacturers Railway, plus units of two out-of-state Class 1 affiliates, Missouri Pacific's Texas & Pacific and Cotton Belt's parent, Southern Pacific. I'd seen the Manufacturers—which served the big brewery of its owner, Anheuser-Busch, plus other customers south of downtown St. Louis—on a previous visit. The pike owned a fleet of Alco S2's painted in a green and white patterned on the old Southern Railway scheme, locomotives that, in keeping with brewery housekeeping tradition, were not only washed regularly but actually polished.

True, some of our Class 1 sightings on this September weekend were token in nature, examples being single switchers of minor players Rock Island (SW1 542) and Chicago & North Western (EMD-re-engined Baldwin 1037). Although we missed Pennsy's yard, we did see three PRR E units running light through Relay Station in East St. Louis, returning to Rose Lake from St. Louis Union Station. (Several roads tied up their passenger power at a TRRA facility at 14th Street, about where the St. Louis Amtrak depot sits today. MoPac passenger units went to the Chouteau Avenue shop just west of Union Station, while GM&O had a small servicing area right at the depot. Frisco's E units went west to its suburban Lindenwood Yard.)

My notebook entries indicate I photographed more than 225 units on those two days, including middle units of multi-locomotive consists but excluding old equipment stored at Granite City Steel (presumably for scrap) and at Alton & Southern's shop in East St. Louis (for eventual movement to the embry-



Alcos were not uncommon around St. Louis. At the north end of belt line Alton & Southern, two of its 27 RS2's pull out of C&EI's Mitchell yard, crossing the Wabash at Lenox Tower. TRRA RS3 1601 works near Relay Junction, and IC 701, one of its three RS2's, pauses at Madison, Ill.

onic National Museum of Transport west of St. Louis). Of note today is a category we didn't think much about at the time: dead steam engines. Outside Granite City Steel's plant was a derelict 0-6-0 of supposed IC heritage, while among the museum-bound items stored by A&S were New York Central 4-8-2 2933 and Missabe Road 2-10-2 502, plus B&O 8000, an early box-cab diesel.

Further, Frisco still had three rusting 4-8-4's and a 4-8-2 parked on the Lindenwood "whisker tracks," plus 4-8-2 1526 inside the roundhouse. The Mountain types would wind up on display (1526 at Lawton, Okla., and 1527 at Mobile, Ala.), as would 4-8-4 4501 (at the Age of Steam Museum in Dallas), but the other two 4-8-4's, 4515 and 4517, ended up being scrapped.

Since we were driving primarily within a "loop" formed by the various freight yards, the number of actual *trains* we ran across (vs. yard moves or transfer drags) was low. These included just four road freights: two southbound Burlingtons, one at Federal Yard in Alton, Ill., and the daily Galesburg-East St. Louis train, behind GP30's, at Venice, Ill. An NYC freight with F7's and a re-engined FM C-Line cab was tying up at TRRA's

Right, from top: An Alco S1 ambles out of L&N's East St. Louis yard to Relay Junction with a transfer for the TRRA. MoPac Baldwin VO1000 1062, built in November 1939, was the oldest unit we saw. A bored East St. Louis Junction engineer waits to make his next move with his 70-tonner.

Relay yard, and we caught a Cotton Belt freight leaving Valley Junction.

Ditto for passenger trains. Ironically, among the few we photographed were two familiar ones. On Saturday, GM&O 7, the *Midnight Special* from Chicago, came out of early-morning fog off Merchants Bridge as we began our day's shooting, and that afternoon in Brooklyn, Ill., we happened upon Illinois Central 22, the *Green Diamond* for Chicago, between Relay station in East St. Louis and IC's small depot in Madison.

Early on Sunday morning, we caught Frisco's *Sunnyland* pausing for a non-timetabled stop at the Lindenwood yard office before heading down the River Line for Memphis. Later, we shot IC's *City of New Orleans* connection, bound for Carbondale, Ill., leaving the Union Station area. We also saw, but were out of position for good shots of, passenger trains of NYC, PRR, and MoPac.

St. Louis' streetcars seemed routine to us, but on Sunday morning, we did shoot a PCC near downtown on the 14-University-Clayton line. Private utility St. Louis Public Service Co. still operated six lines, and the last one would not be abandoned in favor of buses until May 1966, three years after the operation was sold to public agency Bi-State.

Road-unit variety, minorities in twilight

Three-, four-, and five-unit parked consists of road freight diesels spiced up a diet heavy on yard switchers. Included were, at GM&O's Venice (Ill.) yard, a filthy A-B-B-B-A set of Alcos, which in those days never strayed north of St. Louis; a mixed quartet of Frisco EMD and re-engined Alco F's at Lindenwood; a Wabash F7A-B-A-GP9 foursome at Brooklyn (Ill.) yard; A-A and A-B-A sets of L&N EMD F's in East St. Louis; and three consists of SP and Cotton Belt road power at SSW's facility at Valley Junction. At Katy's Baden Yard, one road set—three F's with "Baldwin Geep" 137, one of 17 Baldwin AS16's Katy had re-engined with EMD prime movers at La Grange—was in off the night freight.

Two Cotton Belt RSD15 "Alligators" and three MoPac PA's marked one end of a comprehensive spectrum of 60 Alcos of 10 models we saw, on eight roads. We were out of position for a good shot, but a MoPac overnight train

One of Illinois Terminal's six RS1's literally "inches by" a Burlington freight waiting to head east out of Federal Yard in Alton. Two Cotton Belt Alco "Alligators" depart Valley Junction yard.

(either 6 from the south or 12, the *Missourian* from Kansas City) rolled in on Saturday morning behind PA's 75 (in the new solid "Jenks blue") and 44. Next morning, we found sister 59, like the 44 still in blue-and-gray, at Chouteau.

Other Alcos included four of Illinois Terminal's six RS1's and half its 12 S2's; one of the three RS2's IC inherited from Peabody Short Line (which never left their East St. Louis home), an L&N RS3-FA2 duo, and an RS11 each on MP and Nickel Plate.

Seeing Alcos around St. Louis was not unexpected, mind you, for in addition to Illinois Terminal and the Manufacturers, GM&O, L&N, and MoPac all employed S-type switchers in the area, as did TRRA, including several m.u.'ed in pairs, elephant-style. We also saw two of TRRA's four RS3's (never repainted red, they'd be sold to a railroad in Spain in 1964), and more than half of belt line Alton & Southern's 27 RS2's.

Minority builders made token appearances. NYC offered four Fairbanks-Morse H20-44's, Southern two H16-44's, and TRRA one live (and two dead) FM switchers. At our first stop on Saturday, MP's Chouteau terminal, we found three Baldwin switchers, all recently renumbered despite being in the twilight of their careers: two VO1000's still in black plus 1952 S12 1280 repainted blue.

One VO, 1945-built 1065, was drilling cars; the other was chortling away in front of 1941 Alco S2 1036. That second VO was, in looking back now, perhaps the catch of the weekend. At almost 23 years of age (older than I, and quite senior for diesels of the time), VO1000 1062 was the oldest unit we saw—it was built in November 1939 as MP 9103. Sunday morning at Chouteau, black VO sister 1063 was busy, and that afternoon, we saw four Cotton Belt multi-stack VO's.

TRRA still operated some of the newer units among its 21 Baldwins, but we only saw a couple: S12 1252 up close at Relay yard and an older model near Union Station. By 1962, all six of TRRA's Lima-Hamilton switchers were in storage, at its Brooklyn (Ill.) backshop. General Electric was just getting into the road-unit business at the time, but we did find one of its 70-tonners, on little East St. Louis Junction, the stockyards switching line over in National City, Ill.

As for EMD's, two would vie for most notable. One was IC 1351, one of the two unique, large 2700 h.p. TR1 model cow-calf sets built with FT machinery in April 1941, both of which worked at IC's East St. Louis hump yard. The other was up at Mitchell, Ill., on Chicago & Eastern Illinois' tie-up track, where—splicing solid-blue F3A's 1403 and 1405—was 201, the only BL1 ever built.

Among the oddities we saw were NYC FM H20-44 7106 at Alton, and the only BL1 EMD ever built, C&EI 201, at Mitchell yard. TRRA Lima and FM switchers were stored at Brooklyn shop.

Nearby was another F3A, 1203, still in C&EI's old blue-and-orange road livery.

Seeing this C&EI exotica made up for missing an action shot of NYC 312, the *Southwestern,* near C&EI's yard. The train caught us out of position to shoot it, but we noted that its two gray E8's were 4053 and 4083, the only cab units (plus an E7B) that had been painted jade green during NYC's brief experiment with that unique color on locomotives. In retrospect, the little SW1's we encountered on RI, TRRA, Wabash, and Granite City Steel were notable, but in 1962 we took them for granted.

Such diesel variety was common 40 years ago. Our weekend of discovery familiarized us with which roads had what, and where they kept it, around St. Louis, setting the table for many future such outings and enabling us to tailor our trips to more specific goals. It also provided a great deal of basic knowledge that would help in countless future magazine articles, as well as aiding friend Jerry Pinkepank in creating his first *Diesel Spotter's Guide* book.

Of course, at the time, neither Dick nor I anticipated any of that, or how railroad mergers and new replacement locomotives would render many of the otherwise mundane color slides from that weekend into treasures. ■

ange comes to urchland

d railroad name—Atlantic & Danville—was but one of
alf century ago in this southeastern Virginia village

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GEORGE D. LAWTON, the village blacksmith of Churchland, Va., pauses from working on a wagon wheel to glance up as a "newfangled diesel" of the Atlantic & Danville Railway passes his shop and crosses two-lane Route 17 (left). The time is June 1950, and things are changing in this rural farming community in southeastern Virginia.

Known as "Capt'n Lawton" by everyone in town, the smithy had fought in the First World War. Now he's one of the last village blacksmiths in the nation, according to the *Saturday Evening Post*.

The passing train is on one of the newest railroads in the land, though it has old roots. The original Atlantic & Danville Railway was built as a 51-mile narrow-gauge line in the early 1880's from Claremont, Va., a steamboat wharf on the James River, to Emporia, then called Belfield. It completed a 205-mile standard-gauge line from West Norfolk (Portsmouth) to Danville, Va., in 1890.

Serving a largely agricultural area, the A&D failed to cover expenses with its meager receipts. In 1899 the entire line was leased to Southern Railway for 50 years, as Southern President Samuel Spencer wanted to protect access into Hampton Roads and the Chesapeake Bay seaports, heretofore reached only by trackage rights over two predecessors of rival Atlantic Coast Line (Norfolk & Carolina and Wilmington & Weldon).

Southern operated the A&D as part of its system for the next five decades, and the name "Atlantic & Danville" faded from the scene as well as from the *Official Guide*. The narrow-gauge James River Division was abandoned in the 1930's, but the standard-gauge line continued as a Southern branch, complete with daily passenger service.

The original A&D had no direct rail connections at West Norfolk; rather, it connected with steamboats and carfloats that served the river ports feeding into Chesapeake Bay. Construction of the standard-gauge A&D in the late 1880's had begun at the Portsmouth waterfront, but the road soon found there was not enough traffic for two river terminals. A&D abandoned most of its Portsmouth Branch in 1894 and removed the shops, roundhouse, depot, and office. It built facilities at West Norfolk and moved the offices to Norfolk.

To continue to interchange with the many railroads of the Tidewater region, A&D used 6 miles of trackage rights on

It's June 1950, and "Capt'n Lawton" interrupts his duties at his Churchland blacksmith shop to watch new A&D RS2 103 pass with a freight.

THREE PHOTOS, MALLORY HOPE FERRELL

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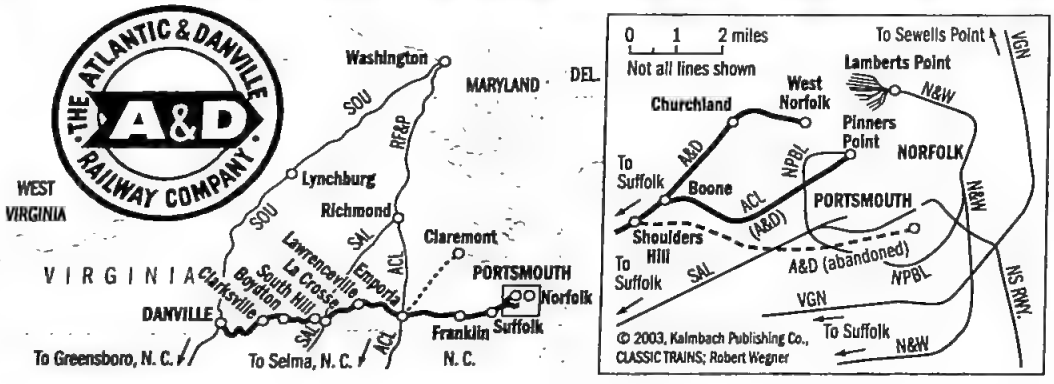
THOMAS G. MOORE; M. H. FERRELL COLLECTION

"Say cheese": Southern 2-8-0 682 and friends stop to pose at the Boydton (Va.) depot in 1949.



the Atlantic Coast Line, from a junction at Boone to the Pinners Point section of Portsmouth. Here, connections were made with the Norfolk & Portsmouth Belt Line, which served all the area's railroads (Seaboard Air Line, ACL, Norfolk & Western, Virginian, Pennsylvania, and the old Norfolk Southern Railway).

Following Southern's 1899 lease of the A&D, a passenger-service connection was provided from Norfolk to Pinners Point Wharf by carfloats pushed by tugboats *Memphis* and *Louisville*.

In 1949, Southern did not renew the lease, and after a complex legal tussle, the Atlantic & Danville was returned to its British bondholders for independent operation. Southern allowed it to use some of the assigned locomotives (seven 2-8-0's, three 4-6-2's) until the new road received its own power. Passenger service ended July 31, 1949, when Southern 4-6-2 1226 pulled out of Portsmouth at 7:27 p.m. with train 3 for Danville. The new A&D, which took over at midnight, would be freight-only.

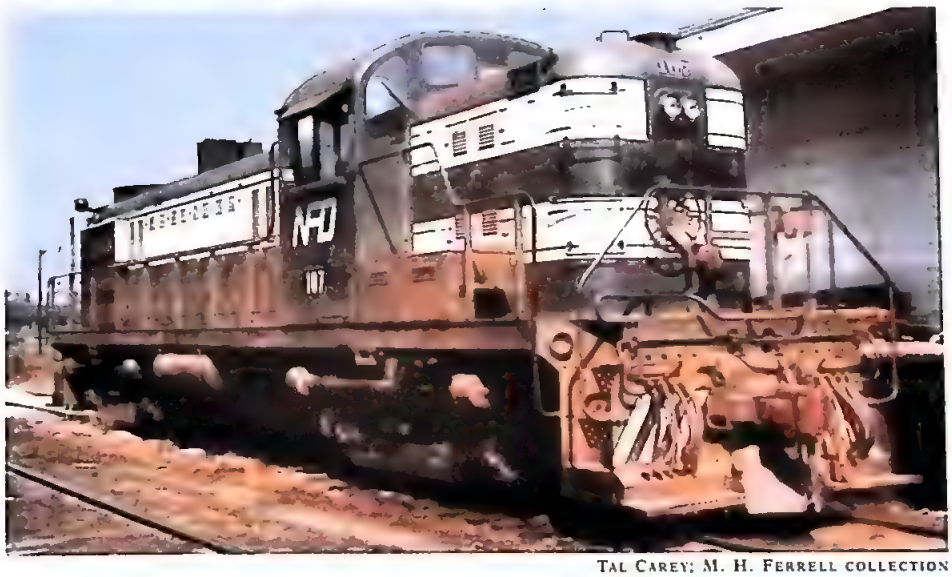
To help the new Atlantic & Danville get started, Southern had tacked on to one of its diesel orders six Alco RS2's for A&D, but they didn't arrive by takeover day, so the new line started up with six of the 2-8-0's, plus two Southern RS2's. They didn't have to stay long, for the first two A&D RS2's, of series 101-106, came on August 3rd and 9th; the other four were all on hand by November. One 1600 h.p. RS3, 107, was purchased in 1951. A&D had its diesels painted in a black-and-white rendition of a green-and-yellow scheme Alco had applied to new RS2's of St. Louis area belt line Alton & Southern.

CAPT'N LAWTON could fix just about anything. In the early days he repaired automobiles and sold Esso gasoline. The dingy shelves of a back room still held boxes of new Model T Ford parts. The Captain had gotten out of the automotive repair business before World War II because, as he stated, "the darn things got too modern," and "those new service stations took away most of the business anyhow."

By 1950, the blacksmith stayed busy fixing wagons, sharpening reel lawn mowers, and repairing farm equipment. He was still adept at making and fitting horseshoes on his anvil, but admitted that business too had "fallen off of late."

What I remember best about Capt'n George was that he was never too busy to mend a broken bike . . . and there was never a charge, just a pat on the head. He called every kid in town "Sonny Boy," and his own son, who must have been in his 50's at the time, was the Captain's constant helper. "George Junior" was always at his father's side, and he called the Captain "Daddy." Although I did not realize it in my boyhood days, I guess George's son was somewhat mentally handicapped. People did not use phrases like that in those days—they just said "Junior was slow." The kids in

MALLORY HOPE FERRELL



TAL CAREY; M. H. FERRELL COLLECTION

Trains 69 (with 101) and 70 (with 103 and 105) meet at Franklin March 10, 1959. The only RS3, 107, at Suffolk in 1963, has new NFD initials and "Atlantic & Danville" on the hood painted over.

Churchland simply thought of him as Capt'n George's son, a kind, helpful, gentle man who smiled a lot.

After the Atlantic & Danville was returned to private ownership, the operators found the economic conditions of the previous century had little changed. The original 56-lb. rails, laid in the 1880's and '90's, were worn, which resulted in constant derailments and service interruptions. Without the interline traffic Southern had provided, A&D was soon operating in the red again.

By 1957, only four of its seven Alcos were serviceable, and deficits were piling up. Bankruptcy was filed in 1960, and the 213-mile line was sold to the Norfolk & Western for $1.5 million.

Before its demise, A&D had traded in RS2's 101 and 102 to Alco for two new, low-nose 1800 h.p. RS36's. They were delivered as Atlantic & Danville 1 and 2 almost coincident with N&W's October 4, 1962, takeover and reorganizing of the property as the Norfolk, Franklin & Danville Railway. The other five RS's worked into the mid-'60's, then Roanoke sent over four ex-Nickel Plate high-nose RS11's (2558; 2560-2562), which became NF&D 201-204. N&W also leased to NF&D GP9's and Alco T6's as needed.

After the June 1982 merger of Southern and Norfolk & Western, much of the NF&D was redundant, and 88 miles of the west end, from South Hill to the outskirts of Danville, was abandoned. Norfolk Southern, which absorbed NF&D in 1983, still runs 77 miles of the route between Suffolk and Lawrenceville, Va.

Trains also still pass through Churchland on the remaining 17 miles linking Suffolk and West Norfolk. This segment is operated by Commonwealth Railway, which has a GP7 and an ex-Santa Fe CF7. The short line serves a big chemical plant at West Norfolk, but, as in the 1890's, the line has no rail connection at its eastern end on Chesapeake Bay, and the wharfs there are long since gone.

Today, Capt'n George Lawton, the Atlantic & Danville, and the Alcos are all history. There's a shopping center where the blacksmith shop once stood, and Churchland is a part of Portsmouth, a city of over 100,000. Route 17 is a multilane, divided highway that skirts the old A&D grade-crossing site, and most of the current residents have either forgotten, or never knew, there was a village blacksmith there. ■

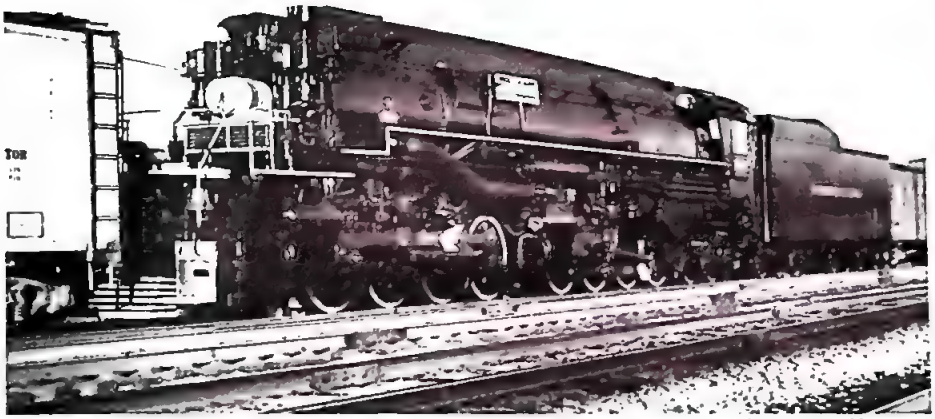
1939: Cavalcade of streamliners

JOHN PROEBSTING COLLECTION

DIESELS' DOMAIN: Of 20 new streamliner sets that enter service during the year, only Milwaukee's two *Morning Hiawathas* are steam-powered. The E3A's for North Western's *400*'s even beat the cars' delivery. Six Southern trains–*Vulcan* (2), *Goldenrod*, *Joe Wheeler*, and *Cracker* (2)–have St. Louis Car 2-A1A motor cars, with an 800 h.p. Fairbanks-Morse engine, towing a trailer. Others: SAL *Silver Meteors* (3), CB&Q *General Pershing*, RI *Rocky Mountain Rockets (2)*, ACL (2)/FEC (1) *Champions*, FEC *Henry Flagler*.

YES, IT'S SABOTAGE: "Malicious tampering of the track" is confirmed by the Interstate Commerce Commission's Bureau of Safety as the cause of the fatal wreck, on the clear evening of August 12, of the westbound *City of San Francisco* on Southern Pacific east of Harney in the northern Nevada desert. Nine passengers and 15 dining-car employees die, and 155 people are injured in the incident, which receives little public press coverage.

ST. LOUIS CAR CO.



ALEXANDER MAXWELL

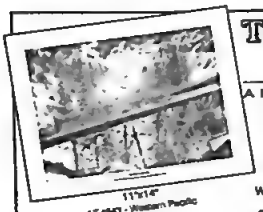
BIG STEAM OUT WEST: Southern Pacific receives a dozen 2-8-8-4's from Lima; the first, No. 3800, is seen en route to the SP in a New York Central freight. As coal-burners with a rear-cab layout, they're oddities on the SP, which also this year boosts its big fleet of oil-fired cab-forwards with 28 4-8-8-2's from Baldwin. Union Pacific, meanwhile, gets 15 4-8-4's from Alco; thanks to the colossal proportions of Nos. 820-834, their 1937 predecessors are dubbed "Little 800's." . . . In the East, the spotlight is on Pennsylvania 6-4-4-6 No. 6100, the giant experimental passenger job on display at the New York World's Fair.

THE CHANGEOVER IS ON: Locomotives ordered in 1939 consist of 95 steam engines, 32 electrics, and 247 diesels. Most diesels are switchers, including the first Baldwin VO1000 and 1000 h.p. "high hood" Alco. CB&Q 9908 is the last custom "Zephyr" motor from Electro-Motive Corp. before Burlington switches to standardized E units, and EMC builds 28 other E's, the majority of them E3's, for nine railroads. But none of the diesels would change railroading as much as the first FT, 103, which in November embarks on a 35-state, 11-month, 83,764-mile demonstration tour on 20 roads.

CLASSIC TRAINS COLLECTION

LAST OF THE GREAT STATIONS: Los Angeles Union Station officially opens on May 7. After years of badgering the SP, UP, and Santa Fe for a single, modern station to replace two outdated, ground-level facilities, L.A. is jubilant. Half a million people turn out for the three-day celebration. Other big cities would get new terminals, but none with the style and flair of L.A.'s Spanish Mission-style masterpiece. . . . Out in Las Vegas, Nev., just beginning to boom after the construction of Hoover Dam, UP builds a flashy, streamlined depot.

IN CANADA, IT'S WAR: The German invasion of Poland on September 1 ignites general war in Europe. In Canada, part of the British Empire, the situation on the railways foreshadows that in the U.S. after Pearl Harbor: troop trains, clogged yards at Eastern ports, orders for new equipment, and a general surge in freight and passenger traffic. Adding to the boom: a bumper wheat crop on the Prairies.



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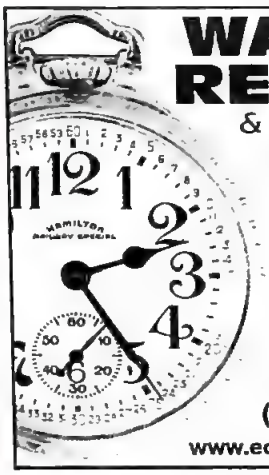

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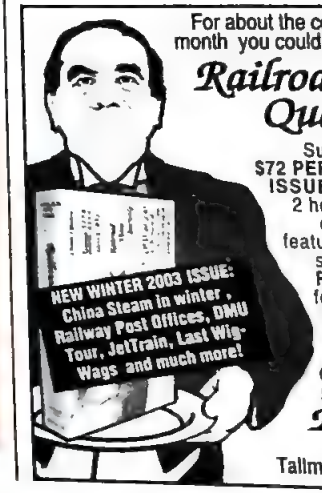

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Who was Miss Hazen?

And why was she riding train 719?

LIFE CAN BE FUNNY SOMETIMES. The first railroad tracks I ever saw were those of the New York & Long Branch at Manasquan, N.J., in the mid-1930's. But I don't think I ever read an NY&LB timetable until a year or so ago, when I picked one up at an antique mall in, of all places, Dexter, Mo. The Long Branch didn't issue public timetables because it didn't operate any trains. It simply rented its right of way to the Pennsylvania and Jersey Central, which used NY&LB trackage to reach the Jersey seashore. While occupying NY&LB trackage, train crews abided by the NY&LB employee timetable and rules, which is what I stumbled across in Dexter. The title on my copy reads "Timetable No. 310, in effect Sunday, September 29, 1940."

How a 60-year-old NY&LB timetable wound up on a flea-market table 1000 miles west of its home territory in a town served by the Frisco and the Missouri Pacific is a mystery. But when I opened the timetable I found a bigger mystery. The conductor who had once owned it had penciled in a small but critical alteration in the schedule for PRR No. 719, a passenger train operating five days a week from New York's Penn Station to Bay head Junction, N.J.

In the schedule as printed, 719 left New York at 1:10 p.m. and made several scheduled stops, including my family's summertime seashore hangout, Manasquan, before finishing its run at Bay Head Junction at 3:07 p.m. The station just north of Manasquan, Sea Girt, was not listed as a scheduled stop, probably because its population was tiny and relatively immobile. The Sea Girt stop was little more than a platform serving Camp Sea Girt, a sleepy U.S. Army post boasting a rifle range, a skeletal staff, and not much else. The NY&LB timetable shows No. 719 passing Sea Girt at 2:58 p.m., but the time figure is not prefaced by a boldfaced upper-case S indicating a mandatory station stop.

In my copy of Timetable No. 310, however, the anonymous employee has penciled in a large S and gone over it several times to make it bolder. And at the bottom of the schedule he wrote:

"719 at Sea Girt—Mondays to Fridays inclusive—effective Feb. 3, 1941, to let off a Miss Hazen—Not [to] be advertised."

Reading those words launched me at once on a roller-coaster ride of speculation.

Who was Miss Hazen, and why did train 719 begin making a special stop just to drop her off at Camp Sea Girt?

And why the secrecy? The penciled notation and the underlined admonition "Not [to] be advertised" suggest that the owner of the timetable—almost certainly a crewmember on 719—was under oral instructions to begin making a Sea Girt stop. Apparently no General Order was posted in the yard office. That in itself would be highly unusual.

In the days before dispatching by radio, railroads reposed virtually total trust in the written word, from the Uniform Code of Operating rules to the telegraphed-and-typed train order to the crewmembers' timeslips. Most railroad officials would have endorsed Sam Goldwyn's reputed admonition that "An oral agreement isn't worth the paper it's written on." Yet the NY&LB altered a train schedule for the benefit of one passenger and apparently never wrote it down anywhere.

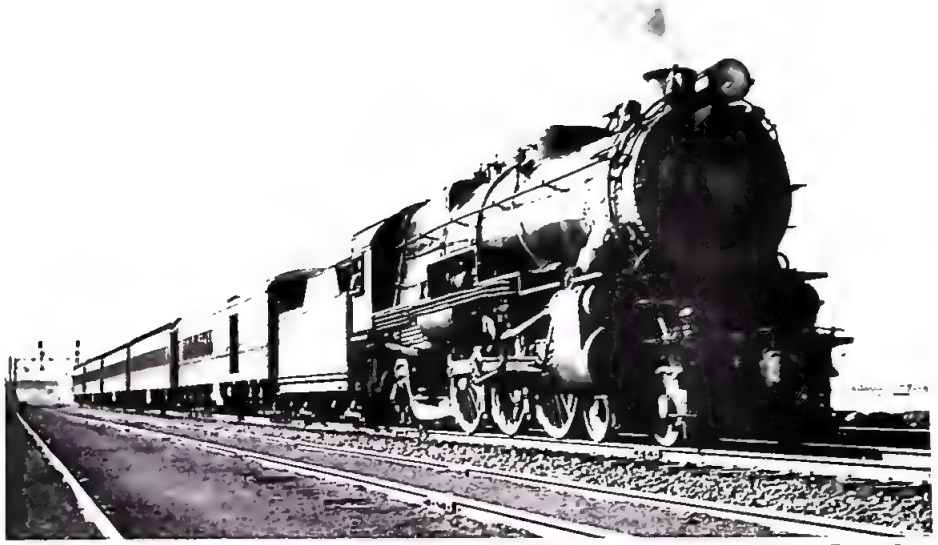
My first effort to explain the hush-hush surrounding Miss Hazen was a naughty one: She must have been the commandant's mistress. But I quickly discarded that notion. Girlfriends come and go around dusk, not in broad daylight. And personal secrets are hard to keep on an Army post, especially one as small as Camp Sea Girt. No, any hanky-panky would have been reserved for weekends in one of the hotels at nearby Asbury Park or Atlantic City, long favored for assignations.

So what exactly *was* she doing there? With no other clues to be found in the timetable, only the date and place suggest a scenario. The time was early 1941. Europe was at war, England holding out alone after the Nazi occupation of France and invasions of Denmark and Norway. Legally, the United States was not yet in the war—that would not come until December 8 in the wake of the Japanese attack on Pearl Harbor. Diplomatically, however, President Franklin D. Roosevelt already had com-

18 WESTWARD

STATIONS	C.R.R 4005	P.R.R. 719	C.R.R. 4209	C.R.R. 3315	P.R.R. 3715
	Saturday Only	Except Saturday & Sunday	Saturday Only	Saturday Only	Saturday Only
	P.M.	P.M.	P.M.	P.M.	P.M.
NEW YORK	1.10	1.10	1.30	1.40	1.39
NEWARK	1.17	1.24	1.43	1.43	2.02
WOODBRIDGE JCT	1.51	1.57	2.12	2.26	2.35
PERTH AMBOY		S 1.59		S 2.29	S 2.37
SO. AMBOY JCT.	1.55	2.01	2.15	2.31	2.40
SOUTH AMBOY		S 2.03		S 2.35	▲ 2.42
MORGAN					MU
CLIFFWOOD					
MATAWAN	▲ S 2.04	S 2.11	2.28	S 2.47	
HAZLET	Will Not Run Oct. 12 Feb. 22				Will Not Run Feb. 22
MIDDLETOWN				S 2.56	
RED BANK		S 2.28	▲ 2.34	S 3.03	
LITTLE SILVER				S 3.07	
BRANCHPORT					
LONG BRANCH		S 2.32		S 3.15	
WEST END					
ELBERON		S 2.36		S 3.20	
DEAL					
ALLENHURST		S 2.40		S 3.24	
NO. ASBURY PARK		S 2.42		S 3.27	
ASBURY PARK		S 2.45		S 3.33	
BRADLEY BEACH		S 2.48		S 3.36	
AVON		S 2.50			
BELMAR		S 2.52		S 3.41	
SPRING LAKE		S 2.56		S 3.46	
SEA GIRT		S 2.58		3.48	
MANASQUAN		S 3.00		S 3.51	
BRIELLE					
POINT PLEASANT		S 3.04		S 3.56	
BAY HEAD JCT.		▲ 3.07		▲ 3.59	
	P.M.	P.M.	P.M.	P.M.	P.M.

"S" stops 719 at Sea Girt—Mondays to Fridays—inclusive—effective Feb 3rd-1941—To let off a Miss Hazen—(Not to be advertised)



TIMETABLE, HARRY BRUCE COLLECTION; ABOVE, FRANK QUIN

Looking not unlike Miss Hazen's train 719, PRR K4 5428 rockets out of South Amboy with an unidentified train bound for Jersey shore points.

mitted the U.S. to supporting Britain, by "lend-leasing" 50 old World War I destroyers to the Royal Navy for U-boat patrols and sending over foods, medicines, clothing, arms, and ammunition.

Such were the times. What about the place? The Jersey shore in 1941 was a major locus of military preparedness. Even with no formal declaration of war, the U.S. Navy was gearing up for the struggle everyone knew was coming. Volunteer civilian spotters roved the beaches with binoculars, watching for U-boats. At the U.S. Naval Air Station at nearby Lakehurst, dirigibles rose into the sky and headed east, their crews looking for the tell-tale cigar-shaped hulls under the surface by day and for the tiny wake of a U-boat come to the surface at night to recharge its batteries.

Every Boy Scout on the Jersey shore nursed the fantasy that his patrol would be the first to spot a rubber dinghy ferrying Nazi saboteurs from a surfaced U-boat to the beach—perhaps infiltrating the Signal Corps school at Fort Monmouth, perhaps slipping into Lakehurst and destroying a dirigible, perhaps even working their way up to New York Harbor and wreaking havoc with shipping or blowing up the War Department Military Supply Command terminal at Bayonne, N.J., or the nearby Naval Weapons Station at Earle.

Maybe Miss Hazen was part of that. Might she have been a cryptographer, listening for Nazi radio signals and trying to decipher their codes? Maybe she understood German and came in five days a week to translate intercepted transmissions. Maybe she was a teacher, training Army recruits to do some of those things.

We can't say, because we know so little. Despite the employee's written instructions to stop No. 719 and let Miss Hazen off at Sea Girt, we don't know where she boarded the train. Most likely she got on at one of the scheduled stops, which would not have required any special instructions to the crew.

Nor do we know when she returned. Any instructions to stop a northbound train to take her home must have been written in a timetable belonging to different employee assigned to a different train (there were 32 weekday round trips in 1941). Whoever worked the northbound train that carried Miss Hazen home apparently did not dispose of his timetable in Dexter, Mo.

Attention, memorabilia collectors: Does anybody have any New York & Long Branch material from the early war years? Have you ever run across the name Miss Hazen? And what about you military buffs? Does anybody know what exactly was going on at Camp Sea Girt in February 1941? On February 2, Sea Girt wasn't even a flagstop. A day later it was a scheduled, albeit secret, stop. After 60 years, it's time America knew the truth.—*Harry Bruce*

One day in March

Searching for SP, finding SP&S

WHERE WERE YOU on March 18, 1967? I was in Albany, Ore., a teenager waiting patiently for a southbound Southern Pacific freight train that I knew in my bones would be along any minute. That's why I had been waiting for more than an hour.

Positioned near the SP track so as to get good sun for a photo, I sat in my Volkswagen Beetle, listening alternately to the radio and what I hoped was the sound of an approaching freight train. I wasn't even paying attention to the adjacent Spokane, Portland & Seattle line, for as much as I wanted to, I never seemed to be in the right place at the right time to catch one of their trains.

It was then that I heard the distinctive burble of an Alco diesel in the distance. SP was using a handful of Century 628's and 630's to supplement its sizeable EMD SD9 and F7 fleet in Oregon—maybe I was going to get lucky and bag one of the big six-axle brutes.

I cocked the shutter on my Crown Graphic 23. I looked up at the sky, guesstimated the correct exposure for Tri-X Professional rated at ASA 320, set the f-stop, raised it to my eye, and focused on a telephone pole. The Alco was getting closer and I was ready.

And . . . and . . . and . . . *holy crud*, it's not an SP train, it's an SP&S RS3 on the "other track." Impossible! With my camera already pre-focused, I ran over, aimed, and fired. If you've ever used a Crown Graphic, you know there is no *ka-chink* of shutter and mirror, no *click-*

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DAVID LUSTIG

With the empty SP track to the right, tidy SP&S RS3 78 trundles past with a short freight.

whir of a motor, just a very tiny almost imperceptible click as the shutter iris opens and closes.

I then watched as the little train waltzed by me at about 25 mph. It was a local heading south to Eugene on the old Oregon Electric line, switching any and all industries along the way. As I watched it disappear, I felt a little inner satisfaction, for I'd finally managed to get an action shot of the SP&S.

I recently printed the negative for the first time. Looking at it in the fixer, bathed in the orange glow of a safelight, I remembered back more than three decades as if it were yesterday. There was no smoke, no engine coughing—just a nice, clean, well-maintained Alco earning its paycheck.

Today, both lines are still there, although now the SP is the Union Pacific and the SP&S, after being part of Burlington Northern and Burlington Northern Santa Fe, is part of the Willamette & Pacific, a member of the Genesee & Wyoming shortline family.

The Alco, however, is gone, as are the railroads that owned the freight cars on the local. So is the caboose, the VW, the Crown Graphic, and my youth.

It's funny what you remember. Like the unexpected grab shot that came out just the way I hoped it would as if I had planned it. The SP train? What SP train? It never came.—*David Lustig*

Magic carpet to Durham

For a boy on his first train ride, a humble mixed was like the *Crescent Limited*

WHAT AN ADVENTURE this was for a 7-year-old, impressionable young man, already a lover of trains. Indeed, every minute of the 4-hour trip from Stovall to Durham, N.C. (approximately 45 miles), is still fresh in my mind even though it happened many, many years ago.

My family decided to go shopping in Durham, an all-day event. Since I had shown such a fascination for trains, Dad suggested that I, along with Grandmother, ride the mixed train from Stovall (Mom's hometown) to Durham, where they would pick us up at the grand Union Station in the "Bull City." I jumped at the chance!

Stovall was on the Southern Rail-

way's old Richmond Division, the line from East Durham to Keysville, Va. Grandfather was a Southern section foreman, responsible for the tracks from Stovall to the Virginia state line, and two of my uncles were locomotive engineers who operated trains on this line. In this, the steam era, it was worked by the small but beautiful H-4 class 2-8-0's—for my money, the finest group of Consolidations on any railway's roster.

Train 67 arrived in Stovall that wonderful day in June at 9:30 a.m. in the charge of No. 400, an H-4 with white trimmed driving wheels. The 2-8-0 came to a stop with 15 freight cars and a combine on the rear rather than a caboose. The combine was divided into two parts: half handled express and l.c.l., and half accommodated passengers. There was no air-conditioning, you just opened a window to allow the breeze to pass through . . . plus cinders, the glorious smell of coal smoke, and the magnificent sound of the stack talk from that wonderful 2-8-0 up front.

I had my ticket in a "death grip" as we boarded and Grandma allowed me to sit next to the window. Mom, for reasons I never understood, dressed me for my trip in a white shirt, white short pants, white shoes, and a white cap. By the time we arrived in Durham, smoke and cinders had altered my white getup considerably.

At 9:40 the engineer blew his whistle twice, and with a gentle lurch my adventure began. Moving along with slack running in and out at 25 mph, and at times a blistering 35, we made good time to Oxford, N.C., my hometown.

Once in Oxford, the train had nearly 2 hours of work to do, so we sat there as the sun heated up our car. There were five other passengers on board, along with Grandmother and yours truly, who had a smile on his face during the entire journey.

While in Oxford, our locomotive ran around us, coupled onto our combine, and did more work in the yard. What an exciting time I had looking at the "face" of this 2-8-0 while it shuffled from track to track.

Finally we departed Oxford, continuing our southward trip with only one stop remaining, Camp Butner (now Butner), N.C. Thousands of German and Italian prisoners of war had been housed here during World War II. We had a few loads to drop off and three or four empties to pick up, all of which took about 40 minutes.

After Camp Butner it was on to East Durham. Once there, No. 67 went around the wye, entered Southern's Greensboro-Goldsboro line (the Danville Division) and backed up to Durham's beautiful Union Station. At the

Looking as regal as a Ps-4 Pacific to an impressionable 7-year-old, Southern 2-8-0 No. 400 stands at East Durham, N.C., in November 1948.

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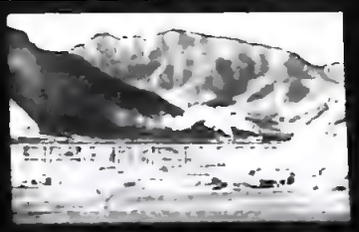
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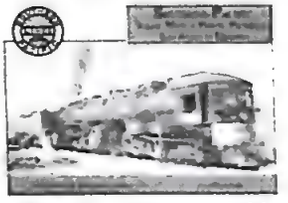
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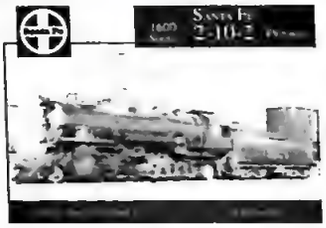
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time, it served not only the Southern but also Norfolk &Western's Durham-Lynchburg line and the Seaboard Air Line's Durham-Oxford-Henderson line.

While our train backed toward the station, I was standing in the doorway along with the conductor. I spotted two of the dainty-looking but powerful Durham & Southern 2-10-0's getting a train ready for a run to Apex and Dunn, N.C. I even saw a Seaboard 0-6-0 switcher working around the little yard. It was a thrill watching the shiny rails pass under our train.

Much too soon we arrived at the station. Mom, Dad, and two aunts were there to greet us as Grandmother and I left our "magic carpet" which had brought us from Stovall to "the big city."

Mom had an odd look on her face when she saw me. I looked down and immediately understood why. My white outfit was now off-white and spotted with numerous black marks. I looked like a Dalmatian, all as a result of the open window on our combine and the smoke produced by 400's exhaust. I felt like a veteran returning from combat, the black spots being medals to prove my courage.

On our way back home that afternoon I could not stop talking about my experiences and, for several nights thereafter, I had dreams of what was an event in my life that will remain with me until I go to that big roundhouse in the sky.

Never will the other train rides I have taken over the years match, for sheer enjoyment, that Stovall-to-Durham journey. Thank you Mom, Dad, Grandmother, Southern Railway, and engine 400 for such a wonderful time, back in an era of a more gentle pace of life when little things meant so much.

—Curt Tillotson Jr.

This is Richmond?

The bus was the key

"ARE YOU CERTAIN this is the Richmond stop?" asked J. C. Jones of Huntington, W.Va. He was getting off Amtrak train 450, the eastbound *James Whitcomb Riley*, at Richmond, Va., to connect with another train bound for

Actual photo of model AM Studios

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THREE PHOTOS, JACK N. BRUCE JR.

At Ellerson, Va., Richmond passengers and their bus wait for Amtrak 450—a C&O GP7 and a dome coach—to arrive and depart for Newport News.

his Clearwater, Fla., destination one fall day in 1975.

"Yes, Mr. Jones . . ."

Amtrak had closed Richmond's deteriorating Main Street station prior to the opening of its new depot in the northern suburbs beside the Richmond, Fredericksburg & Potomac main line and the establishment of a track connection between the RF&P's main line and the old Chesapeake & Ohio, which the *James Whitcomb Riley* traversed on its way to Newport News. In the interim, the sleepy village of Ellerson, Va., 7 miles from downtown, served as the *Riley*'s stop for Richmond, much to the surprise of most passengers.

The old C&O station at Ellerson was not open, but the "Ambus" from Broad Street Station, which continued to serve Amtrak's north-south trains at Richmond, would arrive with its load of travelers bound for *Riley* points shortly before the train's arrival and pick up any detraining patrons, whisking them to civilization.

Of course, restroom facilities were available . . . in the privy behind the depot. But electricity, heat, and a lock on the door were luxuries not afforded those spending so brief a time there.

Today, neither the *James Whitcomb Riley* nor the little Ellerson depot exists. The *Riley*'s Charlottesville-Newport News section that passed through Richmond was discontinued in 1976, and the main Chicago-Washington section was renamed the *Cardinal*. Suburbanization swept past Ellerson in the ensuing years.

Were he to return now, Mr. Jones would hardly recognize the place.

—Jack N. Bruce Jr.

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The Columbus Junction canine caper

Going to the dogs on the Rock Island

Sad to say, this story is true. Only the name of the guilty is omitted. Sad to say, I knew this man—and still do now.

It happened one summer night in the early 1960's, in the bucolic southeastern Iowa town of Columbus Junction, where the Rock Island's Chicago-Kansas City route crossed its former Burlington, Cedar Rapids & Northern. At the time, the Rock Island ran two north-south passenger trains, 190 and 201 (the old *Zephyr Rocket*), and four east-west, 3 and 4 (the famous *Golden State*) and 39 and 40 (formerly the *Imperial* but reduced to little more than mail-and-express trains with a single coach). It was common practice that 190 and 201 exchanged mail and express with 39 and 40 at Columbus Junction, the third-trick telegrapher-baggageman doing the work.

On the sordid evening in question, 190 from the north had a crate bearing a pedigreed dog destined to Chicago on 40. The dog was removed from 190's baggage car and taken into the telegraph office where, in a fit of canine concern, said third-trick operator let it out of the crate to wander around a bit until 40 arrived. It was due at 2:25 a.m., about two hours hence.

The night drew on, and soon the dispatcher advised that 40 was on the approach. The operator looked for the dog, which was nowhere to be found. The operator looked in the waiting

J. DAVID INGLES

On a hot summer night in the early '60's, Rock Island E3 626 stands at Waterloo, Iowa, with train 190. Ahead 110 miles: Columbus Junction.

room, along the platform, on the tracks. No pedigreed pooch.

Bangety-bang, 40's E7's clattered over the diamond.

Desperate situations require desperate measures. The telegrapher, whose humanity was exceeded only by his ingenuity, espied a solution. There, standing on the platform, was a mangy, nondescript local mongrel.

Presumably, the local mutt enjoyed his ride to Chicago on No. 40. The pedigreed pooch lived a long and happy life on an Iowa farm.

The perpetrator went on to become a Rock Island train dispatcher, and to this day he pleads innocence. The rest of us know better.– *W. L. Gower* ■

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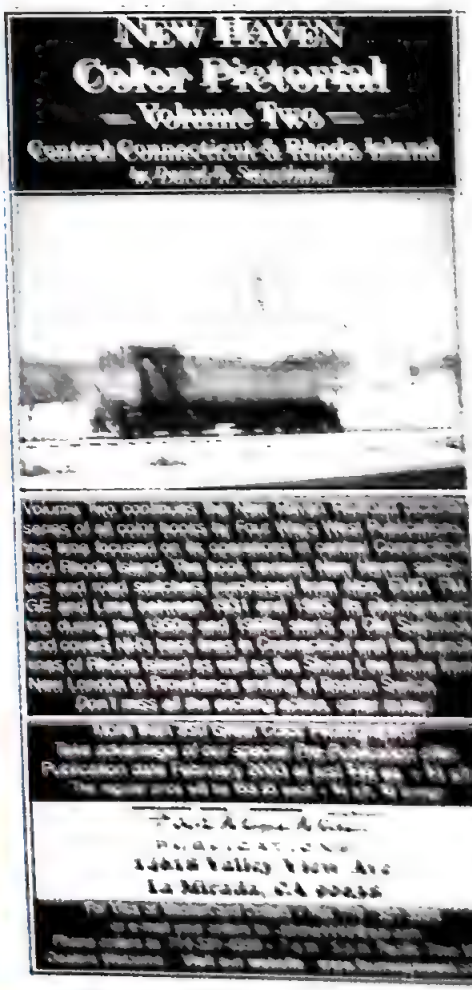


SINCLAIR
96

Streamlined and standard in Philly

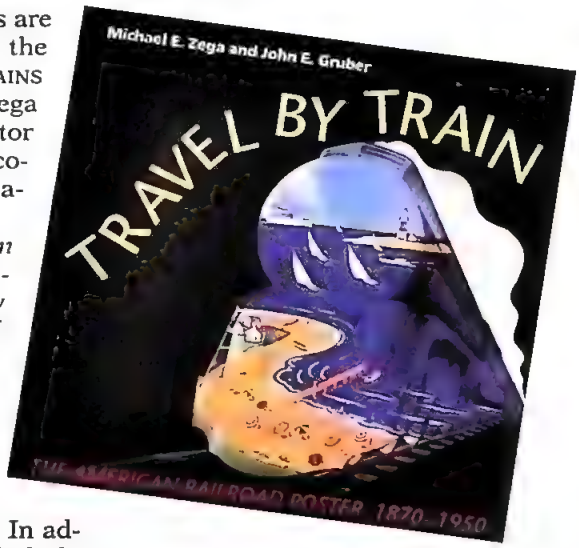
Two views from April 1955 show cars of the vast Philadelphia Transportation Co. (PTC) trolley network. At left, PCC car 2115 cruises east on Route 56; in a moment, the 1948 St. Louis Car Co. product will duck under the Erie-Torresdale station of the Market-Frankfort subway-elevated line. PTC successor SEPTA converted Route 56 to bus operation in September 1992, though all tracks and wires remain in place. Below, double-ender 5202, built by Philly's own J. G. Brill Co. in 1923 and a comparative rarity on a system that was the largest user of single-end cars in the nation, noses across Broad Street on an eastbound Route 60 run along Allegheny Avenue. Below us is the Broad Street Subway, as evidenced by the green stairway signs beyond the two-tone Ford. Route 60 went bus in September 1977.

TWO PHOTOS, MERT LEET

Zega and Gruber collaborate on rail poster book

Project blends art and scholarship

TWO MEN whose names are frequently seen in the pages of CLASSIC TRAINS—author Michael Zega and Contributing Editor John Gruber—have co-authored a handsome, informative new book.



Travel by Train: The American Railroad Poster, 1870-1950, published by Indiana University Press in fall 2002, is a study of the development of travel posters as an advertising tool for U.S. railroads. While much has been published on European railway posters, their American counterparts have gotten relatively little attention. In addition to being an important scholarly work, *Travel by Train* is a joy to look at, with some 160 reproductions of posters and photographs.

Two authors more suited to the topic can hardly be imagined. Long active in rail history and preservation, Gruber is former editor of *Vintage Rails* magazine and president of the Center for Railroad Photography & Art. He handles our Great Photographers article series [pages 44-53 in this issue] and writes the Preservation column in TRAINS magazine.

Zega has emerged in the last several years as a leading authority on railroad advertising. He's published numerous articles on the subject, first in *Vintage Rails* and more recently in CLASSIC TRAINS. It's been an eventful few months for Mike, for in November the Railway & Locomotive Historical Society named him as recipient of its 2002 David P. Morgan Article Award. The award was for Mike's series, "Classic Railroad Advertising," in the Summer, Fall, and Winter 2000 and Spring 2001 issues of CLASSIC TRAINS.

Legendary lensman Don Wood received the R&LHS's Fred R. and Jane A. Stindt Photography Award; Don is best known for his prolific, widely published, high-quality work in the second half of the 1950's. R&LHS's George W. and Constance M. Hilton Book Award went to Richard Saunders Jr. for *Merging Lines: American Railroads, 1900-1970* (Northern Illinois University Press, 2001).—*Rob McGonigal*

More CLASSIC TRAINS books, too

Two new books in the CLASSIC TRAINS/Golden Years of Railroading series have been released by Kalmbach Publishing Co. *The Pennsylvania Railroad Under Wire*, by railroad electrification authority William D. Middleton, covers PRR's heavily trafficked lines between New York, Washington, and Harrisburg, Pa. *Rio Grande Through the Rockies*, by Mike Danneman, showcases photos of D&RGW's scenic standard-gauge lines in the steam and diesel eras. Both works feature some 120 black-and-white photos and are available from Kalmbach at (800) 533-6644.

Early transcons, in order?

In checking Dennis Opferman's letter ["Fast Mail," page 13], regarding our apparent error in last issue's *Golden State* feature as citing the Southern Pacific-Texas & Pacific connection at Sierra Blanca, Texas, in November 1881 as forming the second transcontinental rail route, we recalled something that may make that "transcontinental link" the fourth, not the third.

Wasn't there a similar claim in Colorado? Yes. Our Rand McNally Road Atlas' Colorado map has the notation "Commanche [sic] Crossing Hist. R.R. Site" along I-70. TRAINS Editor Mark Hemphill called his friend Mel Patrick of Denver, who went out and verified it. Indeed, the sign at Strasburg, Colo., east of Denver on Union Pacific's former Kansas Pacific line, erected by UP in cooperation with the Comanche Crossing Historical Society, reads in part: "A continuous chain of rails from Atlantic to Pacific—long a vision of pioneer railroaders and frontier-tamers—became reality at 3 p.m. on August 15, 1870, at a point 3812 feet east of the depot in what is now Strasburg, Colo. Near Comanche crossing [named for a creek] the last rails were spiked by Kansas Pacific Railroad crews arriving west from Kansas and east from Denver to give the nation its first truly continuous coast-to-coast railroad."

What about Promontory, Utah, in May 1869, you ask? In 1870, the Central Pacific-Union Pacific route still relied on a ferry crossing of the Missouri River at Omaha, although trains did use a temporary "ice bridge" during winters beginning on December 26, 1867.

The first permanent railroad bridge across the Missouri River was the "Hannibal Bridge" of Burlington Route predecessor Hannibal & St. Joseph at Kansas City, completed June 15, 1869, and the Burlington's first bridge across the Mississippi River had been opened at Quincy, Ill., November 8, 1868. So, the 1870 all-rail transcontinental route from Chicago via Strasburg, Colo., probably was CB&Q-H&StJ-KP-Denver

John Proebsting

John Proebsting of Woodstock, Ill., a lifelong rail enthusiast, died December 5, 2002, at age 67. He was president of the Soo Line Historical and Technical Society from 1997 until his death. He was also an accomplished model railroader; his HO-scale Soo layout was featured as the cover story in GREAT MODEL RAILROADS 2002. MODEL RAILROADER Associate Editor David Popp, a friend of John's, recalls Proebsting as "one of the most energetic and friendliest people I have met, and he openly shared his enthusiasm about railroading, helping countless others get started in the hobby." John contributed several photos to *Classic Trains*, including the color shot in this issue [page 82] of Chicago & North Western's *400* at Chicago. Only hours after selecting that photo, we were saddened to learn the news of his death.

Pacific (to Cheyenne)-UP-CP. Thanks also to CB&Q historian Hol Wagner for his research.—*Dave Ingles*

A lesson learned

As with many photos, there is more than meets the eye regarding my L&N wreck clean-up shot on pages 8-9 ["True Color"]. Several of us fans from the University of Tennessee's Transportation School in nearby Knoxville were watching the action from what we thought was the comfort and safety of Southern's "K&O" line bridge over the L&N. This is the old Knoxville & Ohio portion of Southern's Tennessee Division that links Knoxville with the "Rat Hole" main over at Harriman Junction. Safe? As we sat on an overpass support and/or on Southern's track ballast, we became lost in our concentration, and were startled by a westbound Southern freight rolling downgrade, making scant noise. We were out of harm's way—barely. But it was a lesson learned—the image of that lead SD24's nose, as seen from *below* rail level, is burned in my mind's eye forever.—*Dave Ingles*

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(Required by 39 USC 3685)

1. Publication title: CLASSIC TRAINS
2. Publication No.: 019-502
3. Filing date: October 1, 2002
4. Issue frequency: Quarterly
5. Number of issues published annually: 4
6. Annual subscription price: $21.95
7. Complete mailing address of known office of publication: 21027 Crossroads Circle, Waukesha, WI 53187-1612. Telephone: 262-796-8776.
8. Complete mailing address of general business office of publisher: same
9. Publisher: James J. Slocum, 21027 Crossroads Circle, Waukesha, WI 53187-1612. Associate Publisher: Kevin P. Keefe, same. Editor: Robert S. McGonigal, same.
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12. Tax status (for completion by nonprofit organizations authorized to mail at special rates): N/A
13. Publication title: CLASSIC TRAINS
14. Issue date for circulation data below: Fall 2002
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d. Free distribution by mail (samples, complimentary, and other free)	43	41
e. Free distribution outside the mail (carriers or other means)	20	20
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g. Total distribution (sum of 15c and 15f)	61,591	58,698
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i. Total (sum of 15g and 15h)	88,081	89,449
j. Percent paid and/or requested circulation	99.90%	99.90%

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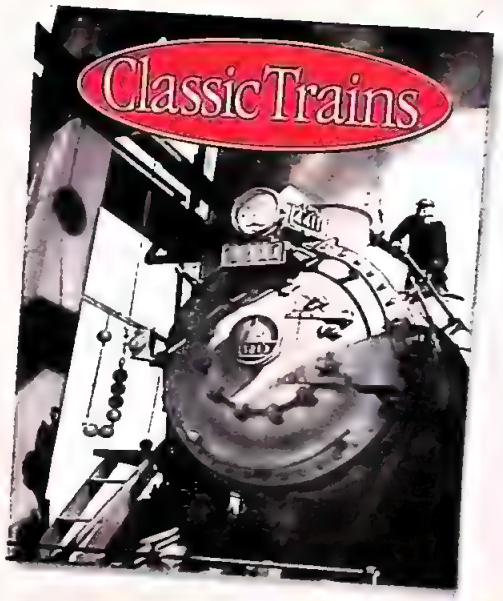

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Bumping Post

A lost treasure of the South

MORE THAN OTHER REGIONS, the South has suffered the loss of its great passenger terminals. An early casualty was Savannah (Ga.) Union Station, used by the Atlantic Coast Line, Seaboard, and Southern (Central of Georgia and Savannah & Atlanta had their own depots, located just to the north). Union's distinctive feature was its waiting room, whose octagonal shape united the building's Broad Street facade with its eight-track trainshed, which lay at 45 degrees to each other. Built in 1902, Union was replaced in 1962 by a joint ACL-SAL station west of town still used by Amtrak. CofG's nearby shops and depot are preserved, but Union is gone.

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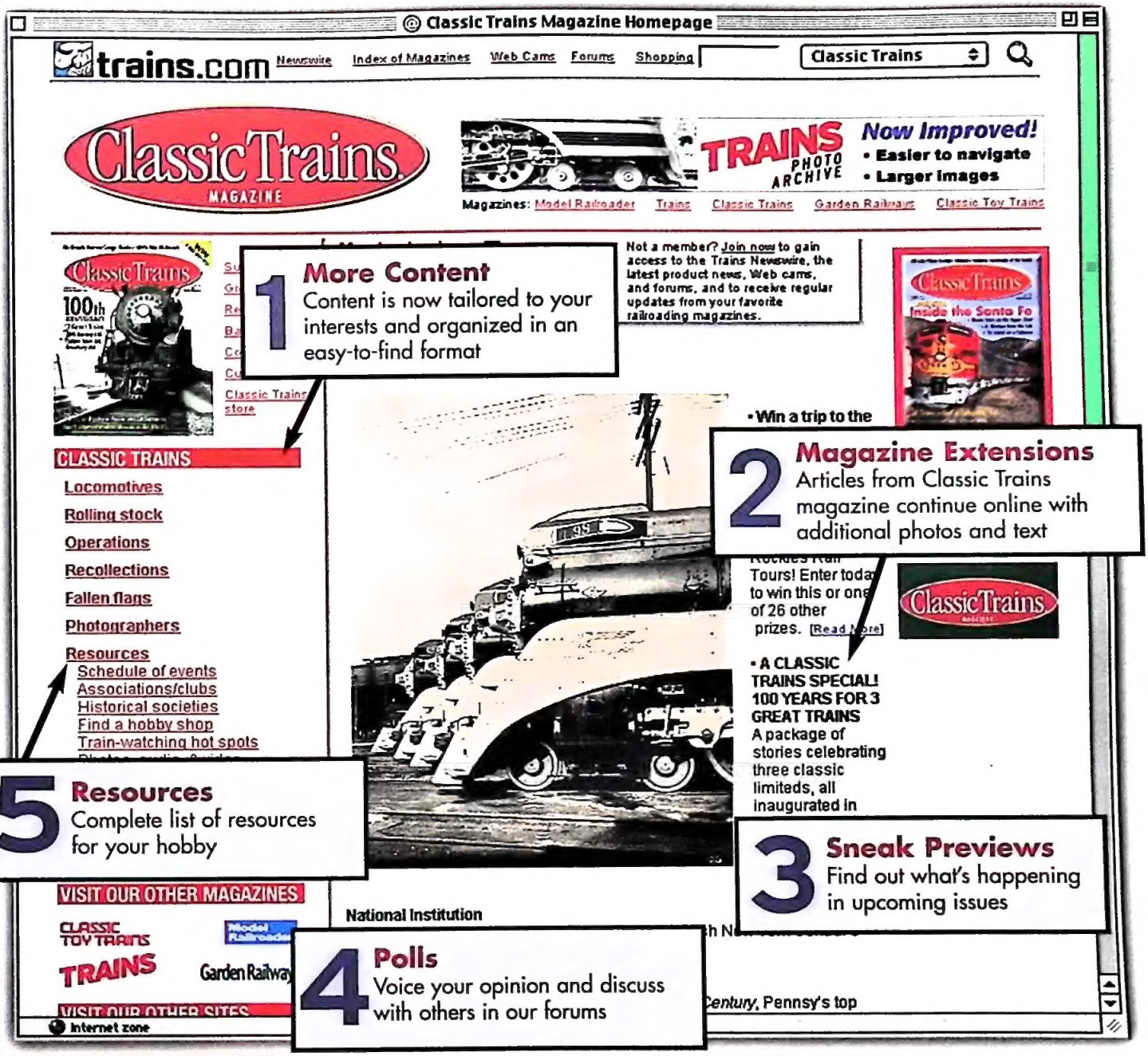
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INDIANA DIVISION 1956-57 VOL. 2
NYC Steam Finale
Diesels on Ohio Central Division
FROM 16MM FILM BY DONALD J. KROFTA
REAL NYC SOUND
Classic B&W and Color 16mm film digitally transferred to digital tape.

2 Volumes!

By 1956, NYC steam power was confined to it's Big Four lines in Ohio, Indiana and Illinois. The Indiana Division offered fast freight action using 4-8-2 Mohawks and 2-8-2 Mikados, often douleheading trains out of Cincinnati and using pushers out of Lafayette, Indiana. Donald J. Krofta visited those areas to film the action on 16mm. Also, Jim Hawk recorded audio of many of the same trains on 1/4 inch tape. We have matched his sound to Don's film to bring to life once again, Steam on the New York Central.

Vol. 1 57 Mins. Vol.2 54 Mins.
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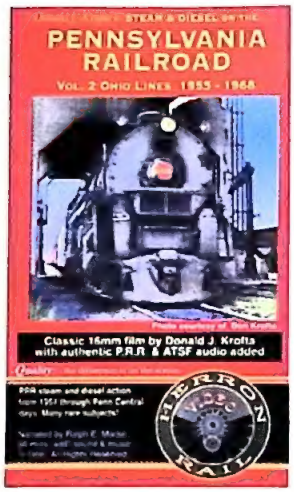
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